

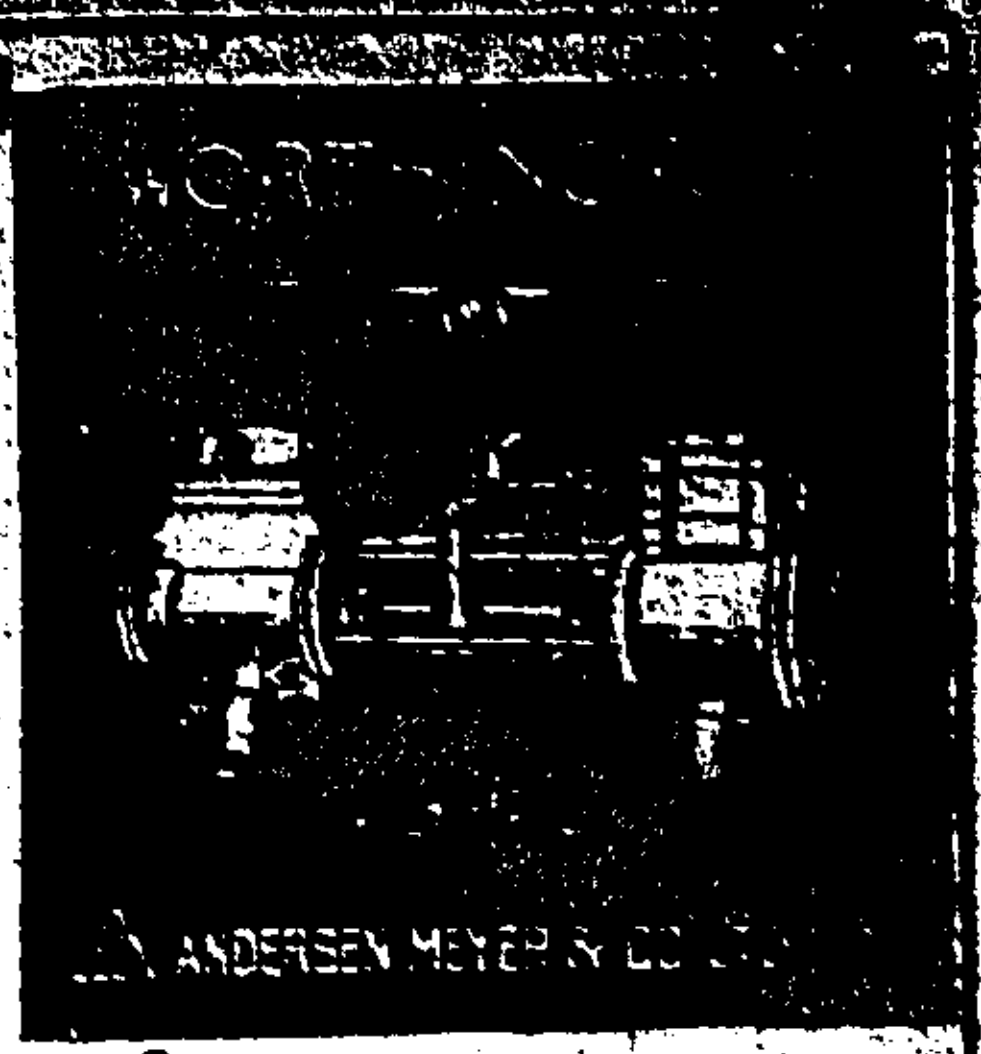
EDISON LAMPS



FROM ELECTRICAL DEALERS

The Hongkong Telegraph.

(ESTABLISHED 1881)



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REUTERS' TELEGRAMS.

THE COAL CRISIS.

A FATEFUL WEEK-END

London, September 20. The coal situation has remained unchanged during the week end, but the next few days will be charged with the most fateful consequences for the country whose economic life is threatened by a shattering blow involving inevitable destitution and misery for millions. Some quarters express hopefulness, based on the reported readiness of the Government to provide a rush Court of Inquiry to investigate and report upon the wage advance in a few days. These quarters declare that Sunday's meetings in the mining districts indicated that the men were not anxious to strike and admitted that the public generally were against the miners. On the other hand, the meetings showed that the men would support their leaders. To-day's resumed Conference between Sir Robert Horne and the miners' leaders is regarded as most critical and as the key to the situation.

To-morrow there meets in London the National Conference of the miners' leaders to decide the question of the strike, while on the 22nd the railwaymen and transport workers meet to determine their attitude in the event of a strike.

A dangerous factor as regards the railwaymen is the widespread belief that their Union funds would be as hard hit by a miners' strike, owing to unemployment doles, as if the railwaymen struck and their funds carried strike pay. Consequently this view is encouraging the leaders to say "Let us strike to get it over quickly and win."

Meanwhile it is authoritatively declared that the Government will not depart from its present policy, namely, arbitration and an inquiry must precede any grant of increased wages, although slight modifications in details are possible.

A FAVOURABLE SIGN

London, September 20. The miners' delegates conferred with Sir Robert Horne for two hours this afternoon, when the Conference adjourned for tea. The fact that Sir Robert Horne and Mr. Smillie took tea together privately, is regarded as a favourable sign.

"SINN FEIN" IN INDIA

A SINISTER MOVEMENT

London, September 19. The next three months will be the most fateful in the whole history of India, says the Observer in an article headed "Sinn Fein in India," commenting on Mr. Gandhi's motion for a total boycott of the British Government which the recent Indian National Congress passed. The extremists' plan, which is called non-cooperation, is to unloose the boycott gradually. Titles and honours will be renounced, lawyers are to shun the Courts, pupils to withdraw from colleges, the new Councils to be boycotted and foreign goods not to be touched. There has never been anything like it, and it would wreck reform, open the flood-gates of anarchy and lead to a stoppage of railways and telegraphs while revenue and commerce would cease, for if India did not import it could not export, and the movement would soon break into violence. On the other hand, it is noteworthy that nearly half the delegates at the Congress withdrew before the motion was carried. The Bengal leaders are solid against the extremists and at present there is the greatest need to mobilise this great bulk of moderate opinion if the Indian reforms are to be saved.

The Observer declares that Gandhi wields a wider and more potent influence over the Indians than any popular agitator ever possessed. He is an exalted idealist of concentrated sincerity and has a genius for fanaticism and incitement. Consequently a tremendous task awaits the new Viceroy. The Journal strongly favours Mr. Montagu.

THE SWEDISH ELECTIONS.

CONSERVATIVES GAIN; BOLSHEVISTS LOSE.

Stockholm, September 19. The final result of the elections for the Riksdag are not yet known, but hitherto the Conservatives have won eleven seats, the Farmers' Union Party six seats, and the National Agrarian Party one seat. The Liberals have lost eleven, the Social-Democrats six, whilst the Bolshevik or Left Socialists have lost the two seats previously held and have hitherto not returned a single candidate.

THE U.S. PRESIDENTIAL CAMPAIGN.

PRESIDENT WILSON'S VIEW.

New York, September 19. President Wilson, in contributing \$500 to the Democratic Campaign Fund, says he feels that the very honour and destiny of the nation is involved in the campaign.

U.S. TENNIS RESULT.

Philadelphia, September 19. Mrs. M. B. Mallory has won the Women's National Singles Championship at lawn tennis, defeating Miss Marion Zinderstein by 6-3, 5-1.

TO-DAY'S CHINESE TELEGRAMS.

Peking, September 20.

The Cantonese community has passed a resolution at a meeting in regard to the question of protecting Kwangtung, urging that the Tachun system must be abolished, the Civil Governor elected by the people and the opium traffic and all kinds of gambling suppressed. The communities in Shanghai and Hongkong are asked to co-operate.

Shanghai, September 20.

The State Department, on hearing that the villages near Waichow have been looted by the Kwangsi troops, has earnestly requested Shum Chun-hsun to investigate the matter. It is reported that Chu Shu-hang has left Peking and is now at Tsingtau.

A telegram from the Red Cross Society at Washington states that \$2,000,000 has been subscribed for the relief of the famine-stricken North China.

LATEST SPECIAL TELEGRAMS.

From Our Own Correspondents.

TERRIBLE SHIPPING FATALITY

SEVEN KILLED, INCLUDING FOUR FOREIGNERS.

Singapore, September 20. Gas generated in the holds of the stranded a.s. Altanburg has killed three French seamen; Mr. Watt, shipwright of the Harbour Board; and three Asiatics. The bodies have been landed. There are as yet no further details.

INTERPORT BOWLS

HONGKONG LOSERS IN THRILLING MATCH

Shanghai, September 20. Shanghai defeated Hongkong in the lawn bowls match by 20 points to 18. It was a thrilling match. Shanghai has thus won the series. (Other Telegrams on Page 2.)

COMPANY MEETINGS.

DAIRY FARM, ICE AND COLD STORAGE CO. LTD.

The 24th annual meeting of the shareholders of the Dairy Farm, Ice and Cold Storage Co. Ltd. was held at 12.30 p.m. to-day in the Company's offices. There were present Messrs. L. N. Leefe (Chairman), J. Scott-Harston, W. S. Brown, F. Maitland (Directors), M. Manuk (Secretary), A. Stevenson (Manager), H. W. Page, G. W. Sewell, C. M. Mackenzie, T. Oliphant, C. J. Tacchi, Chan Tong, Chan Lu-nam, Chan Napan and J. M. Wong.

The Chairman said:—Gentlemen, The report and accounts having been in your hands for the prescribed period, I will, with your permission, adopt the usual procedure and take them as read. Before dealing with the accounts, I wish to refer to the retirement of your Manager, Mr. Walker. Mr. Walker joined the Company about 30 years ago, and became the first Manager of the reconstructed Company in 1896. He retired this year and your Directors were thereby deprived of a source of counsel and practical experience in matters connected with the Company's herd and farms on which they had learned to place the highest value. As a mark of appreciation of his long and faithful services, your Directors granted him six months' leave of absence prior to his retirement and an honorarium of \$15,000, which I have no doubt will meet with your unanimous approval. Mr. Stevenson has been appointed to fill the vacancy thus created. With regard to the accounts, in spite of the violent fluctuations in exchange and the uncertainty of supplies, your Directors are pleased to be able to lay before you a result for the year's working which reflects credit on the staff and on all connected with the Company. It is proposed to deal with the available assets as follows:—To write off bad and doubtful debts, \$2,700-57; pay a dividend of \$1.50 per share, \$171,000; place to cattle reserve, \$30,000; typhoid and fire insurance fund, \$5,000; carry forward, \$2,356.67.

You will observe that we have also had to recognise the claims of depreciation to an unusual extent. Some of the buildings at our ice works require extensive repairs, whilst the machinery must be replaced by a more up-to-date plant which explains the provision for writing down. At this juncture I might mention that we have already ordered a 20-ton plant to be installed at our East Point Works and hope to have it running by next summer, when we shall be in a position to meet all demands for ice for some years to come.

It is with extreme regret that your Directors have to report the loss of about 120 head of cattle during the last three months owing to an outbreak of pleuro-pneumonia. The disease was introduced into our farms by the new lot of 50 cattle imported from Australia to meet the growing demand for milk. Of these, 46 heads were slaughtered under Government instructions, for which your Company received about 70 per cent. of their value as compensation from the Government. The disease, I am sorry to say, is not stamped out, but your Directors hope and believe that it is checked. To replace these cattle and to meet next summer's demands, we have placed an order for 150 head to arrive early next year from Scotland, and your late Manager, Mr. Walker, has been requested to attend to the buying of these animals. Incidents of this sort evidence in no uncertain manner the need for substantial reserves and you will note that \$30,000 has been added to Cattle Reserve, thus increasing this reserve to \$150,000. I might mention that this reserve is not a liquid asset, as can be seen from the accounts, but it is utilised to extend the Company's business, and the addition of the \$30,000 is only a means of keeping back that much of the profits in order to meet part of the cost of the new cattle.

It will perhaps interest you, and also the public, to know that the satisfactory results now before you are due entirely to the branches of the Company's business—other than dairy farming. But for these other forms of activity, your Company could not have paid dividends, and great respect is due to the Management in years past, which saw the necessity of creating other branches of business to support the dairy business which has always been looked upon more as a public necessity than as a profit-making concern. Such a situation must, however, be kept within bounds, and it is because the production of milk has become such an increasing loss to the Company that the Directors saw no course open to them but the unpopular one of raising the retail price of fresh milk from 12 cents to 15 cents per bottle, and with the greatest reluctance this revision of prices has been imposed as from 1st September. Bearing in mind the ever increasing cost of production due to advance in prices of foodstuffs, dairy machinery, utensils and in the price of cattle themselves, it really is a matter of congratulation that it has been possible to keep the selling price of the Company's milk unaltered for as long as eighteen years, during which time the cost of production has gone up from 10 per cent. to 150 per cent. I am aware that by these remarks I am throwing the Board open to the superficial charge of not having studied the shareholders' interests sufficiently. I do not however believe that such a charge will be made. In dealing with a necessity of life like milk, where an addition to the price throws a burden upon these least able to bear it, a broader view than that dictated by the desire for gain must guide the Management. That is the Board's reason—not excuse—for having kept the price stable so long, and that is the reason that they opposed an increase in the price until an increase became inevitable.

Our dairy, so equipped with up-to-date dairy machinery and appliances, which though a source of extra expense are necessary in order to supply our customers with pure and wholesome milk. Cost of production would certainly be much lower were we to conduct our dairy and handle our milk under primitive methods, as has been the case with Chinese dairies, which are incompatible with an institution such as ours claiming to be one of the best, if not the best, dairy in the East. The health of our herd and the necessity of supplying the public with the best and purest of dairy products produced under most hygienic conditions receive the constant care and attention of our experts. It is not correct to assume that because our turnover is larger, that our profits must necessarily be more, inasmuch as a greater number of young stock, which produce nothing, have to be housed and fed, and a proportionate amount of capital has to be invested in land, buildings &c in order to maintain the non-productive stock. After years of experience the Management has found that it is more advantageous to raise our young stock, which are thus better climatised, than to import animals. It is cheaper and more profitable to have a few head of milk cows and to handle their product under primitive methods than to carry a large stock, as we do, and treat the milk and its products in an efficient way and under strictest sanitary conditions. All these additional cares and equipments mean additional expenditure with consequent additional cost to production.

To those who regard the Dairy Farm, and the efficiency of its management, and the methods, as an asset to the Colony, I would point out the prudence of, when possible, becoming not only a consumer of its products, but a part proprietor of its property—in other words of becoming a shareholder. It is evident that the Chinese residents have come to realise not only the importance of the Dairy Farm Company to the Colony and the efficient manner in which it is managed, but have also realised that the Company from a dividend-paying point of view is a sound concern to invest their money in. It would be as well if the European population were also to realise these facts and thus ally themselves closely with the Company and help to maintain the methods that have gone to make the products of the Dairy Farm what they are to-day.

It was decided by your Directors, in order to meet the growing demand for ice from Canton and the surrounding districts, to install a plant in Shamshu, and with a view to financing this scheme, they decided to float a separate Company under the management of the Dairy Farm, Ice and Cold Storage Co. Ltd., with a Board of Directors and a capital of \$400,000, divided into 40,000 shares of \$10 each. Twenty thousand of these shares were allocated to the Chinese subscribers and the balance to this Company's shareholders to be offered to them pro rata to their holdings in the Dairy Farm. I am pleased to say that all the shares allocated to the Chinese subscribers have been taken up and in due course the balance of 20,000 shares will be offered to this Company's shareholders. The building in course of construction and we hope to be in a position to produce ice in Canton next summer without the necessity for exporting any from Hongkong. The capacity of the present plant is 30 tons ice per day and provision has been made for adding a further 60 ton machine if necessary, and your Directors are of the opinion that within a year's time, judging by the growing demand for ice, it will be necessary to import the additional machinery. We have every confidence that the Company will pay from the start and that Canton and the outlying districts will be able to obtain ice at a greatly reduced price. The new Company's Articles of Association are now in course of preparation, and we hope to put the whole matter through in the very near future. In conclusion I might mention that the Staff have not been forgotten, and in view of the satisfactory results attained, your Directors have been pleased to vote them a bonus of 15% on their salaries, which no doubt will meet with your approval.

With these remarks, gentlemen, I beg to propose the adoption of the report and accounts, and that they be recommended to the shareholders to be approved.

The report and accounts were unanimously approved. Mr. Leefe then proposed that the Chairman should be thanked for his excellent report and accounts, and that they be recommended to the shareholders to be approved.

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shall be pleased to answer any question. Mr. Maitland seconded, and the report and accounts were unanimously approved.

The re-election of Sir Paul Chater and Mr. N. L. Leefe as Directors was proposed by Mr. Tacchi, seconded by Mr. Oliphant, and carried unanimously.

The re-election of Messrs. Percy Smith, Seth and Fleming, as auditors for the ensuing year at an annual remuneration of \$500 was proposed by Mr. Mackenzie and seconded by Mr. Sewell—Carried.

Dividend warrants, the Chairman announced, were now ready and could be had on application. Mr. Sewell said that before the proceedings closed he would like to express on behalf of the shareholders their thanks at the excellent returns shown by the accounts, also to express satisfaction at finding themselves again under the same head of Directors as last year and their appreciation for the excellent work done by the Company's staff. It seemed to him that on the one hand they had the public kicking against the high prices and on the other the shareholders demanding their pound of flesh. In spite of all these factors it was very gratifying to find the Company in such a very fine financial position, which gave great hopes for the future.

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January, 1920, be authorised to draw such sum as is actually expended on these items. This clearly is a more business-like and less cumbersome method, and in recommending the alteration to you I would point out that it is one which had already been adopted by the Hongkong Fire—our sister Company. In fact the trend of all the alterations proposed is to bring the two Companies into line. Article 45 gives power to increase the number of your Consulting Committee. The existing Article 33 provides that the Company may elect not less than five nor more than seven members to form, together with Chairman of the Company, a Consulting Committee. It is proposed to amend this Article by giving power to the Company to elect not less than five nor more than nine members to form, together with the Chairman of the Company, a Consulting Committee. It is clearly desirable that there be power to increase the size of the Consulting Committee, within of course reasonable limits when an opportunity of benefiting the Company by so doing arises. The other Articles which it is proposed to amend are purely formal and I do not intend to trouble you further by dealing with them. Should, however, any shareholder desire to inspect the proposed new Articles, they are here on the table. I will now put the resolution to the meeting. After it has been seconded, I shall be happy to answer to the best of my ability any questions you wish to put to me. I now propose that—

"The new Articles contained in the printed documents submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof, be, and the same are hereby approved and they are hereby adopted, as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

Mr. Ho Leung seconded the resolution, which, on being put to the vote, was carried unanimously.

There were no questions, and the Chairman said—That is all the business, gentlemen. Thank you for your attendance. A confirmatory meeting will be held here on Thursday, the 7th day of October next, at noon.

"THESE OLD VOICES."

The Times, referring to Admiral von Tirpitz's article being published in Der Grenzboten, says it proves how little the war has affected the views of a

NOTICES

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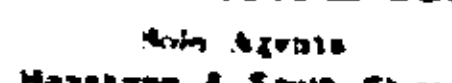
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The Paris Municipality gave a reception in honour of the Council of the Society of Nations now sitting.—Herald.

His first story in the Overland, "The Luck of Roaring Camp," heaped criticism from reformers and ministers upon his head, while literary critics acclaimed the new genius. In 1871 he returned to the East, and seven years later accepted the post of American Consul at Crefeld in Prussia, later holding the same position at Glasgow. Later he took up his residence at Camberly in Surrey where he passed the remaining years of his life. He died there in 1902, but his stories have become classics and make that glorious Golden West live again for the younger generations.

Perhaps it is all to the good if we are compelled to shift the bases of romance. The flying-man in mid-air knows well that upon the smooth running of his machine depends the success of his adventure: a single defect overlooked, and he must descend from the heights. Your gathering in a heavy battery is well aware that there is no quick way of running a gun into position or ground wet and pitted with shells.

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DANCING DISPLAYS.
The Rev. G. V. Sumner, rector of St. Andrew's, told the *Daily Chronicle* that he had never heard any sound argument against mixed bathing provided it was carried on under proper regulations.

The Rev. E. Rosling, Baptist minister, expressed the opinion that some of the dancing displays which were permitted were far more likely to be injurious to the morals of young people than mixed bathing.

Paris, Aug. 2.—When Parliament re-assembles in October there is little doubt that it will speedily pass into law a Bill instituting a new war medal. The Croix de Guerre was instituted by the Government of the Third Republic for the Great War and since the Armistice French troops have had to fight in Syria and Cilicia, while there is always some guerilla warfare going on in Morocco. The new medal will alter the Colonial Croix de Guerre.

NOTICES

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WHITEAWAY'S

THE CASH DRAPERS,
HONGKONG.A CONSTITUTION FOR
BRITAIN.MR. AND MRS. WEBB'S
SCHEME OF REFORM.

In a Europe where so many countries have, or recently have had, Socialist Governments, one still looks in vain for any constructive Socialist statesmanship equal to the best in this island. It may be in part due to the higher economic and political development of our society. But in part it is due to a personal factor.

That factor is the dual personality of Mr. and Mrs. Sidney Webb. Says a *London Chronicle* writer: "For over 30 years they have been publishing, separately or together, the most original works of the Socialist school since Marx; yet their very latest book is as fresh and remarkable as any. Their peculiar blend of vision and sedulity, of the faculty which throws out new ideas and that which accumulates the most intricate mastery over political and economic detail, is here seen at its highest power."

Though in detail their new Constitution corresponds to the particular social and industrial system which they expound, it has a much wider interest for all intelligent democrats. Whatever his views on Socialism, no one who surveys the actual course of social reform and administration during the past 60 years can dispute the necessity for multiplying the tasks of government. That way progress lies, and will lie a long time to come.

COORDINATED PARLIAMENTS.

But, as our present fabric of Parliamentary government bears the increasing strain? Is it not obvious that it has already ceased to bear it, and that for two generations, irrespective of the war, there has been a growing misfit between what our social situation demands and what our governmental machinery can give us?

Mr. and Mrs. Webb would solve this problem in quite a new way. They reject alike the plan of regional Parliaments—"Home Rule all round"—and that of a Society or Guild Parliament elected on an occupational basis. They propose two equal and co-ordinate Parliaments, each chosen by the same electorate on a basis of geographical constituencies, but differing in respect of their functions.

One, the "Political Parliament," would deal with peace, war, diplomacy, the Empire, Army, Navy, Air Force, police, and justice. The other, the "Social Parliament," would supervise industry, agriculture, trade, health, education, art and science; it would control existing public services, such as the Post Office, and start any new ones that were considered desirable; last, but not least, it would be the taxing authority. The hereditary Monarchy would remain (its utilities are frankly stated) but neither Parliament would require any Second Chamber, unless (as in Norway) one appointed by itself.

A NATION-WIDE L.C.C.

Consciously or unconsciously, our authors seem to have reasoned something like this: "Our Political Parliament cannot carry the social and economic burdens. The only vital objective, to devolving them on a body like the L.C.C. is that the L.C.C. is local and cannot conduct nation-wide business. The solution is a nation-wide L.C.C." Hence, while their Political Parliament is to have a Cabinet, much as at present, their Social Parliament is to do its business through committees like an English municipal council; the chairmen of the various committees having no joint responsibility and no necessary common policy.

One may doubt whether the adoption of this last system is justified by its record in municipal life. British municipal government remains far too low. Granting that there are special excuses for the failures in London, let the student visit inexcusable Manchester, and survey there the scandal of the "Piccadilly site." The plain fact is that if a Council confides its initiatives to committees, whose chairmen have no joint responsibility and no necessary common policy, definite responsibilities are apt to disappear, and the Council tends, even in big matters, to have no policy at all. And what is bad on the municipal scale might well be catastrophic on the national.

That, however, is a detail which could be changed; the more

fundamental difficulty is the rival status given to the two Parliaments, and the denial to the Political Parliament of the right to tax. Mr. and Mrs. Webb multiply ingenious suggestions for avoiding friction and deadlock, but they cannot get over the basic danger. The Indian "dyarchy," which may have helped them to arrive at their idea, will not really afford a parallel; because there behind the two rival authorities will stand a strong power sovereign over both.

PRACTICAL COUNTER-PROPOSALS.

Any practical counter-proposals to their scheme as a whole must probably follow "regional" lines. Give England six regional Parliaments, with a seventh for Scotland and an eighth for Wales; give these Parliaments most of the duties which the Webbs assign to their Social Parliament; give the central Political Parliament at Westminster the right to tax and a defined suzerainty over the Parliaments of the regions; and you have most of the advantages of the Webbs' scheme without its obvious drawbacks. You would have also behind your public administration a wealth of local spirit and knowledge, from which great results might be hoped in certain directions.

It may be said: But under what Parliament, then, would you place a single Post Office, railway system, or mining industry for Great Britain? The answer is that you do not need a single all-British system in any of these cases; that far more freedom and initiative would be possible, if you had eight separate ones; with, of course, such co-ordinating machinery as could easily be devised. The chief opponents of such decentralisations would be the officials of the biggest trade unions; who have built up their unwieldy and increasingly undemocratic organisations on all-British lines. Yet for freedom and initiative is really indispensable; no matter whether the directorate of each such service in the future is to be a Ministry or a Board, a Trust or a Guild.

It is true that by making Defence and Justice the sphere of a paramount Parliament, you affirm a certain paramountcy in these subjects, which the Webbs deny. But are they right in denying it? Surely in any society the problem of bare life, and security is always in a very real sense "prior," and the problems of good or bad life, rich or poor life, busy or idle life, necessarily "posterior."

ADMIRALTY AND LOWER
DECK.PENALTIES OF
PARSIMONY.

"In the dark days, when officer and man came closer together, common danger brought out all that was best in both. It increased that feeling of mutual respect which we must see to it in the future is never allowed to fade."—Lord Beatty at the Seamen's banquet at Portsmouth, September, 1919.

Few things can be of greater importance to this country than that the officers and men of the Navy should be happy and content in their service, says Mr. John Leyland in the *Observer*. If the British Navy is to continue to hold its high position and its renowned discipline, it is essential that close and continuous attention should be paid to the conditions in which the personnel serve and which vitally affect them in their service. The Admiralty evidently realise the gravity of the situation. The great outcome of the inquiry instituted by Admiral Sir Thomas Jerram was the institution of a permanent Welfare Committee at the Admiralty, and in association with it of meetings of lower deck representatives at the Home ports, preliminary to inter-port meetings and the final meeting of the Committee in London. Full use of that organisation has not yet been made.

Yet thus was prepared a channel through which men of the lower deck could make known what are called their "grievances" to the Admiralty. The Board promulgated on Thursday evening their decisions upon every large number of such requests—307 they say, but in effect there seems to have been over 370—giving favourable judgment in whole or in part, on many

of them. It is disquieting to be told by the Press that, at Devonport at least, there is great dissatisfaction with what has been done, and that the Lower Deck Conference assert that the concessions are of a minor character, practically all the substantial demands having been refused. This is a very serious matter, affecting the future of the Fleet, and it evidently requires examination.

A LESSON FROM AMERICA.

The provision of ways and means is the real problem, and the want of them was at the root of the evil. Practically all the substantial demands turn upon the reduced purchasing power of money. It is timely to point out that the phenomenon of discontent is not confined to the British Navy. The United States Navy is seriously crippled by it. During the second half of 1919 the American Fleet lost 4,666 men by desertion, including 1,000 petty officers, and by one channel or another it was losing nearly a thousand men every month in the early part of this present year. Admiral Washington said that Congress must increase the pay if the Navy was to be saved from disaster. We cannot run the risk of disaster in the British Navy. Money is the thing that matters most if men are to be content in these days of growing costs and increasing wages on shore. Insufficient pay raised "the breeze at Spithead." There are lessons in its history. Captain Saint Lo, writing in the time of William III., pointed out that the seamen's wages were then 23s. per lunar month, and so they remained until the mutiny scared Parliament into greater, though, even then, carefully measured, liberality.

Admiral Jerram's Committee, in May, 1919, did much for the men with its new scale of pay, which it proposed to ante-date to October 1, 1918. But the Treasury intervened, and the date was fixed at February 1, 1919. The Admiralty now say that to make up what was lost whilst officers and men were suffering from high prices on small pay, might for these months cost £3,500,000 for men and £2,000,000 for officers. These are high figures, and should be examined thoroughly. Finally the decision would rest with the Treasury, but if the men could be met in a spirit of liberality, and could receive a bonus to compensate in some measure for their losses, much of the discontent might disappear. Other requests relate to pay and pension, and the estimate made by the Admiralty is that the whole additional charge would be £15,093,000 immediately, and the eventual cost per annum £1,953,300.

DASHED HOPES.

In these matters one consideration inevitably dominates all others. It is that we cannot afford to endanger the Navy by parsimony. A few millions expended on the men—one day's war expenditure, for example—would be well outlaid if thereby content could be assured. Evidently a non possumus attitude, tempered with argument, does not satisfy the men.

Let it not be supposed that the demands of the men mostly turn upon money. They desire, as far as possible, to diminish the discomforts of life on shipboard—better messes, improved bathing and sanitary arrangements, and so forth—and the Admiralty do not dispute their premises. Their Lordships promise to improve, and, in future ships, further to improve. Other requests relate to the natural aspirations of certain classes of men. The hopes of the blacksmith and the plumber to be given warrant rank are dashed. One is puzzled to know why a chief writer should not have a distinguishing badge. One marvels why a naval band should not be called a Royal Naval Band. A certain sense of humour appears where the band, asking for recognition for instrumental practice, are told that it is not desirable they should "be allowed to practise either in their own or any other mess!" The "boy artificer," introduced by Lord Fisher, disappears, and becomes more clumsily an "engine-room artificer apprentice."

It is impossible to deal with all these various requests or demands. Many of the decisions may be, and some of them must be, revised. There is a disposition in many cases to test and approve. More money is required for the Navy—we cannot live or act without it—and the Government must recognise the fact, and cut off expenditure elsewhere. These are times more than any we have recently seen when we cannot palter with the needs of the naval service.

NOTICES.

NOTICE

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French Pickles in 1 lb. bots \$1.30 2 lb. bots \$2.50

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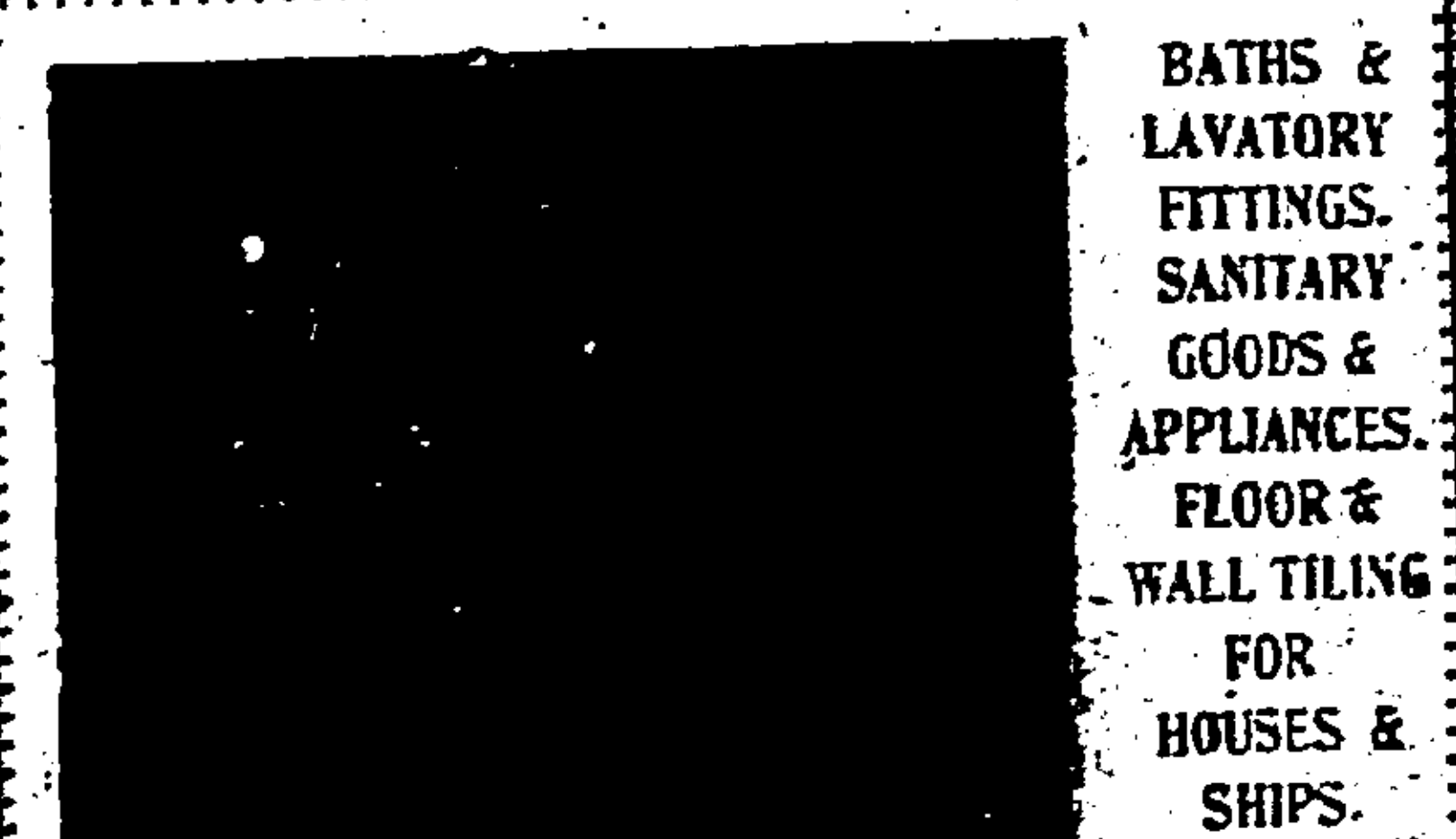
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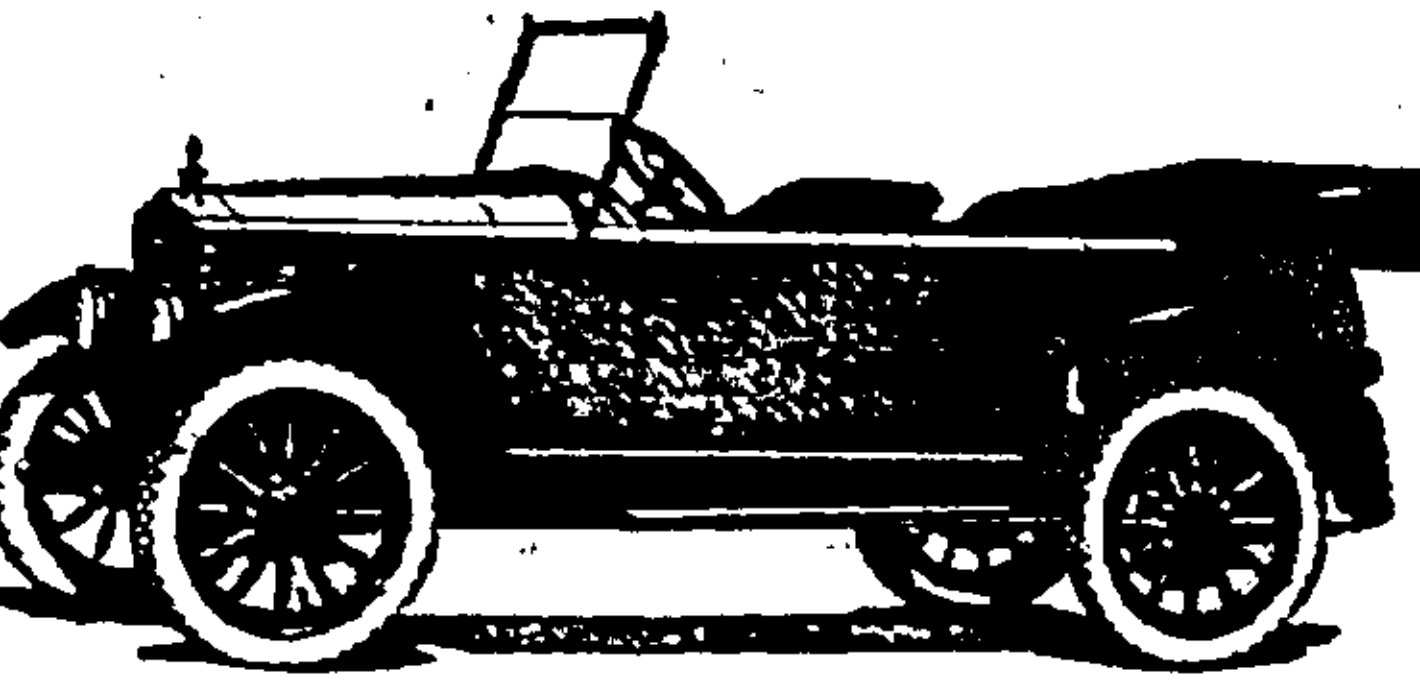
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NEW EMPRESS LINER.

LAUNCH OF "EMPRESS OF CANADA."

The twin-screw geared turbine passenger liner Empress of Canada, built to run in the Canadian Pacific Mail and Passenger Service between Vancouver, Japan, China and Manila, was successfully launched on Aug. 17 from the yard of the builders, the Fairfield Shipbuilding and Engineering Co., Ltd., at Govan, Glasgow. Painted the familiar white of the C.P.R. liners on the Pacific, and decorated with much bunting, she was released from the way by Mrs. G. M. Bosworth, of Montreal, wife of the Chairman of the C. P. Ocean Service. This vessel, which is the largest liner yet built by the Fairfield Co., will also be the largest mail and passenger steamer running on the Pacific, and with the well-known liners, Empress of Russia and Empress of Asia, retain for the C.P.O.S. and the British Empire, the quickest and finest service on the Pacific.

The principal dimensions of the Empress of Canada are as follows: Length overall, 653 ft.; breadth, 77 ft. 9 in.; depth to bridge deck, 53 ft. 6 in.; gross tonnage, about 22,000 tons; sea speed, 18 knots. Spacious and well fitted accommodation has been provided for about 500 first-class, 100 second class, and 240 third-class passengers.

The first-class dining saloon is situated on "D" deck amidships, and will accommodate 307 persons at one sitting, the tables being arranged for small parties of two, four or six people. The reception room, situated forward of the dining saloon, has been designed to give a large open space suitable for dancing, the floor having an area of over 300 superficial feet laid with oak parquet. A handsome main stairway with passenger lift embodied, is arranged at the fore end of this room. The main stairway opens into the long gallery which has been made a feature of the ship, as it gives access to all the principal first-class public rooms. This gallery is about 110 ft. long and 13 ft. wide, and the sides will be panelled in polished Honduras mahogany and hung with choice prints. It will be amply lighted by large windows on one side. At the forward end of the long gallery is the first-class lounge. This room will be utilised for concerts and also for cinema exhibitions, a cinema operating room having been arranged for at the forward end.

A large swimming bath, about 30 ft. long, 18 ft. wide, and with a maximum depth of 8 ft. is forward of the reception room. On one side are dressing boxes, and the swimming bath space has a marble dado with the filling above, sub-divided by marble pilasters. A large gymnasium, fitted with modern gymnastic appliances, is arranged next to, and communicating with, the swimming bath. The second-class accommodation is arranged in state rooms for two and three persons. The dining saloon is also fitted with a large open space suitable for dancing.

OBITUARY.

SERGEANT WITT OF THE WILTSHIRES.

It is with much regret that we have to record the death of Sergeant J. Witt, of the Wiltshire Regiment, which occurred early this morning at the Military Hospital, to which institution the deceased was admitted on Saturday afternoon, with high fever.

The late Sergeant joined the 2nd Battalion in 1905 and became a Sergeant in 1910. He saw service in the war, but was early taken a prisoner and was kept in Germany from the latter part of 1914 up to the Armistice. He was the senior Sergeant of the Battalion. He leaves a wife and two children, one a month old, who are in the Colony and with whom the greatest sympathy will be felt.

The funeral takes place this evening, the cortege leaving Wellington Barracks at 5 p.m.

INTERPORT LAWN BOWLS.

SHANGHAI WINS THE RUBBER.

News was received in the Colony yesterday to the effect that in the Interport lawn bowls match between Shanghai and Hongkong, the former won by the narrow margin of 20 points to 18. No close was the contest; it was decided in the last end.

As a result, Shanghai wins the triangular contest, having previously defeated Hankow by 23 to 14. Hongkong won over Hankow by 89 to 13. Hankow thus losing all its matches.

Lounges has been provided. Ample promenade space is arranged for. The third class are accommodated in rooms of two, four and six. They have a dining saloon, accommodating 100 persons. Promenade space is also provided for.

The vessel is fully equipped with a laundry, dispensary, hospital, information bureau, telephone system, wireless telegraphy, barber's shop, etc., and she carries a musician and stenographer. Throughout the vessel special attention is everywhere given to the fact that the Empress of Canada is to serve in a semitropical climate; public rooms and private apartments are, therefore, large and airy, and the ventilation ample and well arranged. The propelling machinery is the largest in tonnage of double reduction gearing which has, so far, been constructed.

After completion the Empress of Canada will make a world tour on her way to Vancouver, passengers travelling by Canadian Pacific round the world. The ship is scheduled to leave Liverpool in March, 1921, and will proceed via Gibraltar, Monaco, Naples, Suez, through the Red Sea to Bombay, Colombo, Singapore, Batavia, Manila, Hongkong, Shanghai, Kobe, Yokohama. At each port time will be given for visits to interesting places of interest.

FASHIONS IN GIRLS' NAMES.

PAMELA VOGUE OF THE MOMENT.

Fashions in Christian names are changing. Pamela, according to a London clergyman is the name of the moment.

"I have been looking through my parish magazines of 20 years ago," he remarked. "I find in the baptismal entries that Muriel, Gladys, Daisy, Madge, Majorie, Doris, Ethel, and Maud are favourite names.

"Just before the war there was a great revival of old-fashioned names—Mary, Elizabeth, Caroline, Ann, Prudence, Jane, Priscilla, Margaret. Beautiful names from the Bible, such as Rachel, Deborah, Dorcas, and Naomi, and so on, were very popular.

"Now," the clergyman continued with a smile, "all the modern young mothers want to have their girls called Pamela. What set the fashion I don't know—perhaps it was a certain novel whose heroine was called Pam. Jean is another favourite. Penelope is liked, but when such a lovely name is attached to a Grub or an Onion I fear for the future of the unfortunate child.

NO HOME WHERE THERE ARE CHILDREN.

should be without Baby's own Tablets, for they are a specific for all the ordinary ailments of infancy and childhood, such as colic, fever, colic, constipation, indigestion, diarrhoea, wind, teething troubles and worms.

Guaranteed to contain no opiates or other harmful drugs, Baby's Own Tablets induce soothing, healthful sleep in a natural way, aid the appetite and promote normal growth. Concerning them Mrs. Xavier Macle, of Stony Point, Ontario, Canada, writes: "I consider Baby's Own Tablets a wonderful medicine for children. My little girl was constantly feverish, had no appetite and was very pale. My baby boy was cutting his teeth, his bowels were irregular and he was very cross. I gave them Baby's Own Tablets and they are not like the same children, they have done so much good. Now I would not be without the Tablets."

Of chemists, or post-free by mail, the vial, from Dr. Williams' Medicine Co., Shenzhen Road, Shanghai.

EXCHANGE.

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on Page 11.

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T/T Shanghai	Nom.
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4 m/s. Marks	Nom.
4 m/s. France	11 1/2
6 m/s. France	12 1/2
Demand, Germany	77 1/2
Demand, New York	Nom.
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
On Yokohama	145
Demand, Manila	153 1/2
Demand, Singapore	153 1/2
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NOTICE

HONGKONG HOTEL GARAGE

We beg to notify our patrons that we are inaugurating the above as from 1st October, 1920. We aspire to render first class service at reasonable rates.

Hongkong Hotel Co., Ltd.
J. A. TAGGART,
Manager.

CONSIGNEES

NOTICE TO CONSIGNEES.

"BEST LINE OF STEAMERS."

From ANTWERP, MIDDLESBRO, LONDON AND STRATH.

The Steamship

"BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Sept. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 5th October or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 21st September, 1920.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From TACOMA via JAPAN PORTS.

The Company's Steamship

"ARABIA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 27th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognised. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSHEN KAISHA.

Y. YASUDA.

THEATRE ROYAL.

Commanding
SATURDAY, 18th Sept at 9.15.
MAURICE E. BANDMAN

presents the
BANDMAN COMEDY COMPANY
In a repertoire of latest London plays.

TO-NIGHT.
"A VOICE FROM THE MINARET."

WEDNESDAY, 22nd
"GENERAL POST."

THURSDAY, 23rd
"THE YELLOW TICKET."

FRIDAY, 24th
"BILLETED."

SATURDAY, 25th
"LORD RICHARD IN THE PANTRY."

MONDAY, September 27th
"NOTHING BUT THE TRUTH."

TUESDAY, September 28th
"SACRED AND PROFANE LOVE."

Prices: 5s. 3s. & 1s.
Navy and Military Half Price
BOOKING at MOULTRIE'S.

NOTICE.

THE WEI SAN KNITTING COMPANY LIMITED

(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 185 of the Companies Ordinance 1911 that a General Meeting of the Members of the above-named Company will be held at the Registered Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Monday the 25th day of October 1920 at 11 o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company, and of the Liquidator thereof, shall be disposed of.

Dated the 20th day of September 1920.

For the Wei San Knitting Company Limited,
WALTER J. HAWKER,
Liquidator.

NOTICE.

The interest and responsibility of the undersigned in the Firm of Abdulrahman & Co. carrying on business as Civil Engineers, Architects & Surveyors at 34, Queen's Road Central, ceased on the 20th instant.

JOHN MORAES, B. Sc.
Hongkong, 21st September, 1920.

I have this day established my practice as Civil Engineer, Architect and Surveyor at No. 33, Queen's Road Central (2nd floor).

JOHN MORAES, B. Sc.
Hongkong, 21st September, 1920.

NOTICE.

By a cablegram from the Minister of the Mexican Foreign Affairs Department, I am informed that Mr. Jose Vilomeno Eca de Silva former Viceconsul for Mexico, has been dismissed and ceased in his functions. The merchants and the public are notified that from this date, the attestation of said ex-viceconsul will be considered unlawful by my Government.

VICTOR GALINDO DE BOURG.

Consul for Mexico.

CONSUL RESIDENCE AND OFFICE.

No. 20 Second Floor.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend of 3% (equal to 3 pence per share) in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4 1/2 pence per share.

Dividend Warrants will be obtainable on and after Thursday, 2nd October, 1920 at the Company's Office.

Transfer Books of the Company will be closed from Thursday, 30th September, to Wednesday, 20th October, both days inclusive.

JARDINE MATHESON & CO., LTD.

NEW ADVERTISEMENTS.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 23rd. Sept., 1920, commencing at 11 a.m.

at Pacific Mail Godowns, West Point.

41 Mild Steel Plates 1 1/2" x 4' x 8'

22 Mild Steel Plates 5/16" x 4' x 8' (damaged by sea-water) or a.s. "ELERIDGE"

Terms: Cash on delivery.
LAMBERT BROS. Auctioneers.

"PUBLIC AUCTION."

OF VALUABLE LEASEHOLD PROPERTY.

Situate at Kowloon in the Colony of Hongkong to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99 of 1920.

Original Jurisdiction Between The Bank of Canton Limited Plaintiffs and Samuel Khengzer Green trading as Banker & Co. Defendants.

on Monday, the 27th. day of September, 1920.

at 3 o'clock in the afternoon by

MESSRS LAMBERT BROS. Auctioneers.

at their Auction Rooms, Duddell Street, Victoria, Hongkong.

The property consists of: ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Island Lot No. 410 together with the messuage erected thereon known as No. 15 Blankow Road, Kowloon. Term 75 years from 24th. June 1892 created by a Crown Lease dated the 11th. November 1892. Proportion of Annual Crown rent \$2012. Area 3,594 Square feet.

For further particulars and conditions of sale apply to

MESSRS JOHNSON STOKES & MASTER

Prince's Building, Ice House Street, Solicitors for the Vendor or to

MESSRS. LAMBERT BROS. The Auctioneers.

Hongkong, 9th September, 1920.

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMBERT BROS. Duddell Street.

FOR SALE.

The U. S. S. SAMAR will be sold at the U. S. Navy Purchasing Office, No. 20 Whampoa Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I. in 1885. Length 121 feet. Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U. S. Currency. Further information and blank proposals may be had by application to the U. S. Navy Purchasing Office.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend of 3% (equal to 3 pence per share) in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4 1/2 pence per share.

Dividend Warrants will be obtainable on and after Thursday, 2nd October, 1920 at the Company's Office.

Transfer Books of the Company will be closed from Thursday, 30th September, to Wednesday, 20th October, both days inclusive.

JARDINE MATHESON & CO., LTD.

WANTED.

WANTED IMMEDIATELY OR THE NEAR FUTURE a furnished apartment or house in a desirable neighbourhood. Willing to pay a good price to anyone who desires their place to be well looked after by a responsible party. Apply P. O. Box No. 5.

ENGLISH married lady in Kowloon proposes Kindergarten for small number of English children, 9.30 to 12. Box No. 441 c/o Hongkong Telegraph.

FOR SALE.

FOR SALE.—Land at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to—Linstead & Davis, Alexandra Buildings, Hongkong.

NOTICE.

From the 1st September Mr. L. Gaijin has been appointed manager of the firm in Hongkong to replace Mr. Gaijin, former manager, leaving Hongkong for the Head Office in Tientsin.

R. GAUJOIN General Manager Brossard Mopin & Co.

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

The Ordinary General Meeting of the above Company will be held at the Company's Office at Noon on Saturday the 25th inst. 1920.

The Transfer Books of the Company will be closed from the 15th to 25th instant both days inclusive.

DOUGLAS LAPRAIK & CO. General Managers.

Hongkong, 9th September, 1920.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE

CHINESE LANGUAGE SCHOOL.

A BEGINNERS' CLASS will be started on MONDAY, October 4th, at 5.15 p.m. at the Chinese Language School, junction of Zeland Street and Ice House Street (Ma-onic Hall Premises).

Intending students are requested to send in their names to the undersigned for enrolment.

By Order.

D. K. Blair, Acting Secretary.

Hongkong, September 15th, 1920.

NOTICE.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE THIRTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Des Voeux Road, Hongkong, on Wednesday 6th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 30th September to the 20th October both days inclusive.

By Order of the Board.

JARDINE, MATHESON & CO., LTD. General Managers.

Hongkong, 15th September, 1920.

KOWLOON CRICKET CLUB

PROMENADE CONCERT

PROMENADE CONCERT

Saturday 25th

Saturday 25th

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"MENTOR" 22nd Sept. London, Amsterdam & Antwerp
 "HELENUS" 12th October London, Amsterdam & Antwerp
 "KHEMUN" 21st October London, Amsterdam & Hamburg
 "JASON" 31st October London, Amsterdam & Antwerp
 "ELPENOR" 15th Nov. London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"EURYPYLUS" 3rd October Havre, Rotterdam & Liverpool
 "TITAN" 10th October Genoa, M'les, L'pool & Glasgow
 "PELEUS" 18th October Genoa, Liverpool & Glasgow
 "TELAMON" 2nd Nov. Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS" 5th October Victoria, Seattle and Vancouver
 "TEUCER" 10th October
 "IXION" 12th Nov.

NEW YORK SERVICE

(via Suez or Panama)

"TYDEUS" via Panama 24th November.
 HOMEWARD PASSENGER SERVICE

"MENTOR" 22nd September for London direct
 "STENTOR" 8th October for London direct
 "TEIRESIAS" 19th October for London direct
 "IDOMENEUS" 3rd November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

S. S. "ICONIUM."

having arrived from Seattle via ports, on 20th Sept. Consignees are hereby notified that their cargo is being landed at their risk into Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on September 25th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 27th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.

United States Shipping Board
 Emergency Fleet Corporation
 Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.
 Hongkong, 20th September, 1920.

CHINA MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO.

HONOLULU, JAPAN PORTS & SHANGHAI.

The Steamship

"CHINA."

Having arrived from the above mentioned ports, consignees of cargo by her are hereby notified and requested to send in their Bills of Lading duly endorsed for counter-signature and take delivery of their cargo from ship's side.

Cargo impeding discharge will be landed immediately and cargo remaining on board on and after Tuesday, September 21st, 1920, at 5 p.m. will be landed and stored in the Company's Godown at consignee's risk and expense. Cargo undelivered on and after Saturday, Sept. 25th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where it will be examined on Saturday, Sept. 25th, at 10 a.m.

No claims will be recognized after the goods have left the ship's side, Co's lighter and/or Godown.

All claims must be presented within three weeks of ship's arrival, otherwise they will not be recognized.

No Fire Insurance whatever will be effected.

C. T. SURRIDGE,
 Acting Agent.
 Prince's Building, Ground Floor.
 Hongkong, 19th September, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"MELVILLE DOLLAR."

having arrived from New York via Vancouver, B.C., and ports on September 16th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday September 20th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.15 p.m. Monday September 20th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after September 23rd, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 15th Sept., 1920.

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO., LTD.

From SCANDINAVIA

The Motorship

"AUSTRALIEN"

having arrived from the above ports on the 20th September, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Sept., 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 25th Sept., 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO.

Agents.

Hongkong, 20th September, 1920.

SHIPBUILDERS
 SHIP REPAIRERS
 BOILER MAKERS
 FORGE MASTERS
 OXY-ACETYLENE AND
 ELECTRIC WELDERS
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADUS

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

Sufferers from Bad Legs, Abscesses, Ulcers, Glandular Swellings, Eczema, Boils, Pimples and Eruptions, the symptoms of deep rooted blood impurities, and while outward applications may give temporary benefit, they can do no more because they cannot get below the surface of the skin.

The One Way to Real Relief,

complete and lasting, is to rid the blood of the poisonous waste matter, the true cause of such troubles. To do this you cannot better Clarke's Blood Mixture. This famous medicine of over 50 years' standing promptly attacks, overcomes and expels the impurities, that's why so many lasting cures stand to its credit. Pleasant to take and harmless to old and young alike.

Of all Chemists and Stores

Don't be led to try a Substitute.

Clarke's Blood Mixture

"Everybody's Blood Purifier."

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOB UN KOWLOON.

HARBOUR REPAIRS
 Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock

also spare parts.

Works ... Tel. K.21

Manager ... K.329

Secretary ... K.369

Harbour Engineer ... K.28

Telegrams "SEYBOURNE"

GENERAL NEWS.

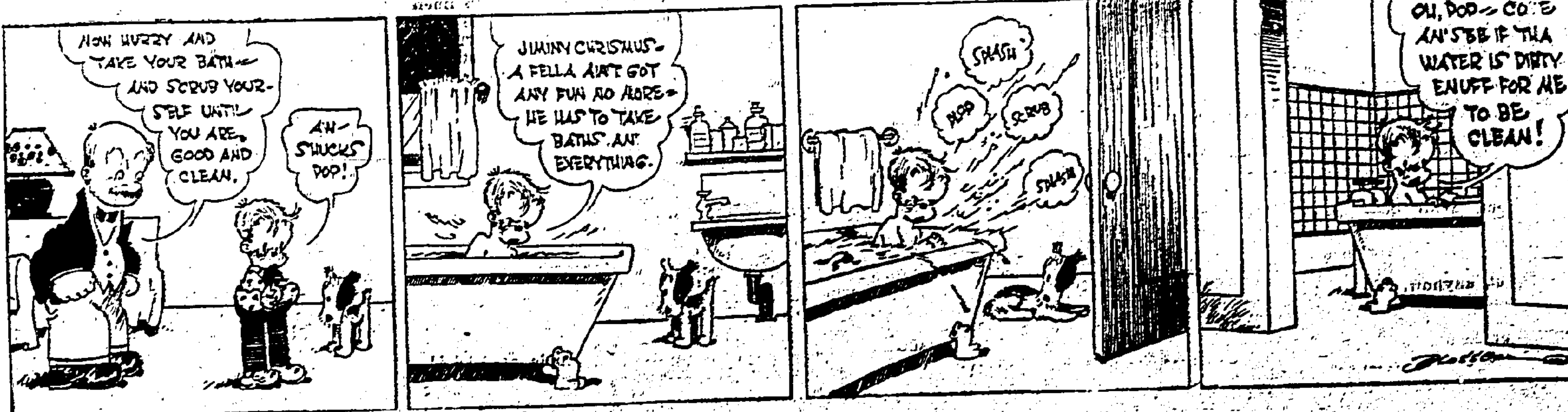
M.P.'S GIFT OF 700 YEARS OLD MANSION.

A mansion built in 1229, and formerly used as a convent, known as the Friary, Lichfield, has been acquired by Sir Richard Cooper, Bart., M.P. for Walsall, and presented to his native city of Lichfield "for the development and improvement of the city." The mansion stands in eleven and a half acres of land in the heart of the city, where four main roads converge. It will afford an opportunity by means of a new thoroughfare of connecting Birmingham and Walsall roads, where at present there is a dangerous congestion of traffic.

FRECKLES AND HIS FRIENDS

The Water Will Tell!

BY BLOSSER



It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S

E

WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellow-ness, character and fine flavour—Forty years' reputation.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.
Office address: 11, Ice House Street.

BIRTH.

ROSS.—At Kowloon Docks on September 21st, to Mr. and Mrs. Robert Ross, a son. Shanghai papers please copy.

DEATH.

MESSER.—At Milnthorpe, England, on the 16th inst., Mary, the wife of C. McL. Messer, O.B.E., Colonial Treasurer.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 21, 1920.

YOUR "BOY"

In the realm of newspaper topics, the question of the registration of domestic servants is a good old hardy annual in the Far East. We are going to pen a few words upon the subject because of its resuscitation locally and also because of the observations contained in the articles from a Shanghai contemporary which we reprinted yesterday. It will, of course, be taken for granted that the people who most strongly urge servant registration are those who, for one reason or another, happen to have had servants. Those who are well served very naturally see nothing wrong with things as they are. But the housewife who is continually changing her domestic staff and getting a worse batch with every change, as well as the hubby who finds the whole household upside down by reason of the ever-recurring nature of the problem, cry aloud for some scheme of control over a class that has in its hands the power to make or mar domestic happiness and comfort.

It is generally conceded, we think, that the Chinese household servant of to-day is not to be compared with the "boy" of the good old days. He is not so efficient, he is lazier and, worst of all, he is far more "independent"—perhaps "cheeky"—would be the better word. We are, of course, dealing with the class as a whole. Generally speaking, we think that a fair statement of the facts. There are exceptions, admittedly, and they are happy folk who know that from experience. We know people in this Colony who are served, and served well, year in and year out, by the same domestics as they have had in their employ for a decade or more. They find that things go quite smoothly as they are and see no necessity for registration. And here we touch a point which perhaps has much to do with this matter of unsatisfactory servants. It is this: No matter how good or capable your servant may be, if he is not properly handled he will soon develop objectionable characteristics. So may it not be the case that many of these people who most loudly complain of the shortcomings of their "boy" are themselves to blame? It takes time and patience to train a Chinese servant, but we fear that some housewives give neither the one nor exercise the other in their dealings with their household staffs. Those to whom this little criticism justly applies are for ever changing their "boys," and it is hardly surprising that they soon get a bad reputation amongst the servant class and are thus only able to pick up the worst type of employee. Speaking again generally, we incline to think that there is usually something wrong with the household which cannot keep its servants or which always gets unsatisfactory service if it does. On the other hand, of course, there are servants who will abuse the kindest of treatment, a statement which many foreigners in Hongkong could amply bear out. But here again it is a question of wrong treatment. Undue familiarity can cause just as much domestic trouble as constant nagging, or ill-bred brutality. But on the whole, the person who gives little thought to the handling of servants and who errs neither on the one extreme or the other—in other words, who is fair but firm, but consistent—finds but little cause for sympathy with those who are for ever abusing that very essential person, the houseboy.

Registration, if it could be worked fairly for all concerned, would give its advantages, we do not doubt, and in this connection it would be interesting to know how it has operated where the experiment has been made. But, knowing that there are Europeans who have not the faintest idea of how to handle servants and who would not do anything of damming a "boy's" reputation on the flimsiest of texts, any scheme put into effect would have to be most carefully drawn up. Our Shanghai contemporary paints a dismal picture of a lot of the poor "boy" who works from early morn till late at night, with no half-day off and no night out. Well, they must do things differently in Shanghai from what they do in Hongkong. Our "boys" get through all their work in the mornings and spend the afternoons wooing the Goddess of Sleep. They are much to complain of in this respect, anyhow. To sum up, Chinese servant is not what he was, admittedly; on the whole, deteriorated. But he is still not quite so black as some paint him. And when we hear of the servant problem in Europe and in America, we should be thankful that he is as good as he is.

NOTES & COMMENTS.

WHY NOT "BOOST"?

We have often made reference in these columns to the fact that whilst Hongkong is content to live upon its reputation as a port, other ports in the Far East are making bids for a greater share of the import and export traffic of China. Manila, for instance, has been the home of many suggestions, but Hongkong need not have a great deal to fear as regards rivalry from that comparatively far-removed port. But Hongkong cannot afford to sit "mum" for ever. If it is going to maintain its supremacy as the great clearing house for Southern China it must be prepared to say a little more about itself, be prepared to "boost" its wonderful facilities and unexampled position. On the Pacific coast of America there is a great deal of publicity rivalry now being worked off between the big ports—Seattle, San Francisco, Los Angeles, etc., for the traders in these centres have come to realise that if they are to catch the trans-Pacific trade they have to make widely known the merits and services of their respective ports. We have just received a very well produced little booklet from Los Angeles which sets out in well-put pages of photographs and letter-press the trade advantages of the port. The foreword says: "Los Angeles desires to present to the world its advantages as a world market." And it does so in real earnest. The shipping facilities, the room for industrial enterprises, the proximity to California's best growing districts, the efficient public services, are all set out and by the time one has read a few pages, one is convinced that Los Angeles is a go-ahead city to which a business man might turn his attentions with profit. At home we have seen that some of the bigger towns are now issuing brochures for the purpose of attracting manufacturers. Among the Treaty Ports of the coast of China there is as yet no such keen rivalry, but with the building of railways and the linking up of the interior there will naturally be greater growth for the well-favoured places. Hongkong owes its supremacy to its contiguity to Canton and the West River, and no harm, and possibly a considerable amount of good could be done, were Hongkong to adopt a little of the "boosting" spirit of the American cities. Whether we ever shall have to fight for our pride of place remains to be seen, but a little less modesty than we at present display would be well repaid.

Thus the *Canton Times*:—"A big snake was killed at Po Kwong Street, Honam, at 3 o'clock in the afternoon of September 16. The snake was about 10 feet in length and had only two legs." How terribly disappointing!

HOMIE LABOUR CONDITIONS.

One could not have read Reuter's review of the bad trade conditions at Home, which was cabled through yesterday, without the realisation that the workers are not making their own lot the brighter by the adoption of such foolish Trade Union rules as was indicated. Manufacturers are not having an over-happy time, and any Trade Union rule which prevents men and women from earning a livelihood is distinctly bad both in principle and practice. The coming winter is going to be a severe one for many unless a little relaxation can be brought about in Labour's demands. Whilst the miners are threatening to strike for an extra 2/- a day (they are already one of the most highly paid class of workers) thousands of ex-service men are without a job, because of some hard and fast Trade Union rule which prevents their employment. Men are actually not allowed to learn a trade—especially that of housing—although the need for skilled builders is perhaps greater now than it ever has been. Lord Weir says he could employ another 2,000 men immediately, but is prevented from so doing because of workmen's rules. That is not the road on which England is going to find her way back to commercial prosperity; it is a road which is going to allow her competitors ample time and opportunity to seize a little more of Britain's overseas market than they have done already. It is a pity that the workers as a whole cannot be brought to see that fact. The world is crying for goods and there is room for the provision of work for all, if workers will only be content to co-operate with employers instead of always fighting them. By all means let the employees of every trade and calling receive adequate and even generous remuneration, but there must also be a realisation that every man has a right to earn a living, whether he has been

DAY BY DAY.

THERE IS A SELFISHNESS EVEN IN GRATITUDE, WHEN IT IS TOO PROFUSE TO BE OVERTHANKFUL FOR ONE FAVOR IS IN EFFECT TO LAY OUT FOR ANOTHER.—*Cumberland.*

There have been no cases of communicable disease notified during the past two days.

Amongst the passengers arriving on the *Kitano Maru*, due on the 29th inst., are Mr. E. W. H. James and Mr. C. D. Nicoll.

"T. W. Mark."—Our columns are not open to criticism of other journals' comments. You should send your letter to the publication concerned.

The Rev. H. Copley Moyle asks us to announce that there will be a short Memorial Service for the late Mr. R. O. Hutchison in St. John's Cathedral on Thursday next at 5.15 p.m.

Thus the *Canton Times*:—"A big snake was killed at Po Kwong Street, Honam, at 3 o'clock in the afternoon of September 16. The snake was about 10 feet in length and had only two legs." How terribly disappointing!

Last evening, at the Volunteer Parade Ground, the first drill parade of the newly-formed Hongkong Volunteer Defence Corps took place. There was quite an encouraging muster of men who made a re-acquaintance of manual exercises and drill movements.

A pair of scales used by a Chinese profiteer who appeared before Mr. G. N. Orms to-day was so adjusted that 12½ per cent. went against his customers. The Inspector of Weights and Scales prosecuted, and obtained a conviction against the profiteer who was fined \$10.

A novelty in the way of desk equipment has been issued by the British American Tobacco Company, in the form of a combined paperweight and blotter. It is composed of a chalk-like substance and is surmounted by decorative glass advertising "Embassy" and "Three Castles" cigarettes.

The numerous friends of the Hon. Mr. C. McL. Messer will hear with deep regret of the death of his wife, which took place at Milnthorpe, England, on the 16th inst. The sad news arrived in the Colony by cable yesterday. The deepest sympathy will be felt for Mr. Messer and children, who are at present at Home.

At the Criminal Sessions the case was concluded yesterday in which Wali Dah, Sed Gola and Sawa Khan were indicted on a charge of wounding and assaulting another Indian on board the *s.s. Chengba*. After the charge had been reduced to one of common assault, the jury found the prisoners guilty and the Chief Justice passed sentence of one month's imprisonment.

Yesterday's shows at the Coronet were attended by good audiences who were most appreciative of the excellent programme that was presented. Beginning with the well-known topical film "Around the Town" the programme went on to depict a fine Christy comedy and ended up with the tit-bit "Fighting Cressy." Bret Harte's drama of the feuds of Western pioneers was really impressive. Scenery such as is to be found only in California was thrown on the screen to serve as a striking background for the drama. *Blanche Sweet*, who has the role of "Cressy," was refreshingly convincing. A great attraction provided at last night's session was the *String Band of the Empire of Asia* which added considerably to the general enjoyment.

trained in the precise way of the past or not. Because a man has not served an apprenticeship should not stand in the way of his earning a livelihood, and if another man wants to turn out a certain quantity of work per hour there should be no bar put on his effort. From the labour standpoint of industry this appears to be an age of restriction, whereas in fact it should have been an age of facilitation. How matters go now will make all the difference later on.

AN ISLANDER'S DIARY.

(BY "AJAX.")

We have arrived at the beginning of autumn, and there is every prospect of a spell of fine weather. The character of the summer this year has been uncommon in several ways. The heat has been very oppressive, and many were the nights that the residents of this fair island could not sleep. We have wonderfully escaped typhoons but there is still time for one or two. More rain is, of course, expected.

There is no doubt that the overcrowding of Hongkong has become more pronounced of late years, the population in many parts having become most congested, and the public health having suffered in consequence. But we have been spared any really serious outbreak of epidemic disease this year, if we exclude the flu. Still there has been far more ordinary sickness this year than usual, and a broad outlook must be taken of sanitary reform. The Chinese residents of the well-to-do classes are increasing in number, and in the matter of house accommodation the difficulty of securing any decent flats is becoming more pronounced.

A matter which has been warmly discussed of late is that of the night noises of Kowloon. Some residents of the Peninsula appear to have no consideration for their neighbours. Although I am not a resident of Kowloon, I have often wondered why action is not taken against those who make the night hideous with their songs and their piano-playing. The Summary Offences Act is applicable to Kowloon as well as Hongkong, and a couple of prosecutions would no doubt have a wholesome effect on the noisy people. Disturbances of the peace after sunset are liable to a fine of a hundred dollars. Perhaps, if this fact were advertised there would be an abatement of the nuisance.

In Hongkong and other Chinese cities, as for instance Canton, efforts are being made to increase the mileage of motoring roads, and every mile of new road adds to the number of prospective purchasers of motor cars. Formerly, most of the cars in Hongkong were owned by companies and were for public hire, but now individuals, both European and Chinese, are freely purchasing motor cars for their own use. The opening of several new and well-made roads, the development of a large number of building sites, and the cultivation of the local trade in the purchase and use of motor-cars has brought about a brisk traffic in the sale and hire of cars in Hongkong; in fact, brighter and brisker than that of pre-war and war days, when practically only the tourists were to be depended upon. The number of private-owned cars in the Colony has rapidly increased, and the demand for hired cars is becoming daily greater. The numerous scenic drives in Hongkong and the New Territories offer a pleasant break from the routine of the city, but it is not the pleasure-seekers who create the demand for hired cars. Business men and others find the quick transit of a motor car more economical in the end than other and slower means of getting about. There is no doubt a bright future in the Colony for the motor-car business.

The dispute between the Dominion Government and the Canadian Pacific Ocean Services is, to all intents and purposes, settled, for the incoming Empress boats are bringing no Canadian mails for Hongkong. These mails are apparently sent down to San Francisco from Vancouver, and carried by the American liners. Great inconvenience is thus caused. The Canadian mails by American lines are erratic, and take over a month in coming here, against three weeks taken by the C.P.O.S. vessels. The Dominion Government now pay the American Government so much per letter and packet, and they must realise already that such a system is more expensive.

It strikes me that some of the subordinate members of the staff of the Eastern Extension Telegraph Company could do with a few lessons in geography. A certain gentleman recently sent a wire to his people at Adelaide, addressed, ——— Tavistock

BANDMAN CO.

"THE NAUGHTY WIFE"

"The Obliging Husband" would probably be the more correct title to apply to the comedy in three Acts submitted by the Bandman Comedy Company at the Theatre Royal last night to a full and appreciative house. Given a discontented wife, an indulgent forgetful husband and for the time being an ardent and very experienced lover, the knowing widow, and a few appropriate additions thrown in—compromising situations and the usual rechauffe of such things, judiciously mixed—the elements of a second-rate French farce would probably result. The component parts are not lacking in "The Naughty Wife," but the suggestion of farce would be an injustice to a well-balanced and constructed play, in which the improbable is made to seem probable and situations reached without undue strain. Yet without the comedy bristles with clever and witty dialogue, and occasionally there is the "catch-in-the-throat" pathos, very briefly and delicately sketched which adds to the attractiveness of the whole.

Eloise Farrington, tired of the apparent forgetfulness of her successful novelist husband, falls too easily a prey to the wordy blandishments of the over-experienced Daniel McKnight, and they plan an elopement. The unexpected return of the husband and the exposure by the discarded widow, do not lead to explosions. On the contrary. The "happy couple" are persuaded to and beguiled into spending the first part of the honeymoon in the Author's Bungalow, which, thanks to mysterious tank-leakages in various arriving motor cars, leads to a house party in which the husband, with perfect *bon homie*, plays the part of host, benefactor and friend, aided by the widow whose affection for the experienced lover is quite obvious. The second act is a triumph of stage-craft and the curtain is rung down on a climax which is really humorous. All is straightened out, and "love triumphant" is the concluding scene, a Bishop, who always comes prepared (for weddings) uniting the widow and the Experienced Lover who has become "fed up" with the way he has been most deftly badgered in his attempt at acquiescence.

It will be seen from this brief précis that there is much originality in conception and great opportunity for fun, and those who took part last night were most successful in their endeavours, as the frequent applause well testified. Messrs. Percy Baverstock, N. Thompson and D. Keir, and Miss Muriel Johnston were perfect in the vignettes of a Bishop, a chauffeur, a butler, and a maid-servant which they respectively portrayed. Mr. O. Twiss, as the obliging husband, had much to do and did it extremely well. Miss Niqua Lewis as his butterfly wife was also most convincing. Mr. Clive Woods as the Experienced Lover and Miss Violet Blythe Pratt in the role of the widow, were most amusing. The author of the comedy is not stated. It should be.

To-night "A Voice from the Minaret" will be staged.

MORE OPIUM.

A large opium seizure was made by Revenue Officer Ward last night when he boarded the *Sosho Maru* on its arrival here from Swatow. A search in the chain locker was productive in the discovery of 545 tael of the drug in the prepared state. No arrests were made and the seizure, it is understood, will be confiscated.

Street, Adelaide, Australia." The receiving clerk with a pencil scratched out "Australia" and instead inserted "Java." Fortunately, the telegram was sent back, as the receiving clerk could not decipher correctly the exact name of the street.

The Hongkong Hotel management will shortly commence their new motor-hiring business. Some fourteen Studebaker cars arrived last Thursday by the *Melville* Dollar, and more are expected soon. There is a flutter in the garages of the Colony at this time, some of them arguing that the management of the Hotel are skipping the sphere of ordinary hotels. But it is quite a common thing in England and America for Hotels to own and run garages.

CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

ROYAL AIR FORCE MEMORIAL FUND.

Sir,—I shall be obliged if you will be good enough to publish the attached list of subscriptions to the Royal Air Force Memorial Fund. Some of the amounts have already been acknowledged in your columns; others have reached me recently from various Clubs in which subscriptions lists have been placed.

In order to clear up some little misunderstanding I would like to state that the money subscribed to the Air Force Memorial Fund will not be entirely, or even largely, spent in the erection of some commemorative monument. By far the greater portion of it will be devoted to providing education for the children of airmen and to rendering assistance to officers and men of the Flying Forces and their dependents who may be disabled, sick or otherwise infirm.

It is true that there have been many calls upon the public purse as a result of the war, and I have been asked why the Air Force Memorial Fund should be forced to the front to the detriment, perhaps, of other funds equally deserving. I would point out that the Air Force is a creation of the past few years. Other funds which have been started for the benefit of certain sections of the Army have the advantage of old-established organisations which may be relied upon to see that the money required is forthcoming. The Air Force, which was composed of young men taken from different regiments, and from all parts, has no such organisation. The appeal on behalf of the dependents of these men has been issued on the initiative of the present Air Marshal Sir Hugh Trenchard to no particular section of the community but to the public at large.

I propose to close the subscription lists shortly and I would therefore ask those who intend to subscribe to send their donations to me as soon as possible.

Yours etc.

D. K. BLAIR,
Hon. Treasurer,
Aero Club of Hongkong
Lowe, Bingham and
Matthews.

THE ROYAL AIR FORCE MEMORIAL FUND SUBSCRIPTION LIST.

A. Anonymous	£150.
Hon. Mr. P. H. Holyoak	100.
Sir Robert Ho Tung	100.
B. Anonymous	100.
Messrs. Reiss & Co.	100.
Hon. Mr. E. V. D. Parr	100.
Hon. Mr. Ho Fook...	50.
Mr. J. A. Plummer	50.
Hon. A. R. Lowe	50.
Dr. G. M. Harston	50.
Mr. N. J. Stabb, O.B.E.	50.
Capt. T. Arthur	50.
Mr. J. H. Taggart	50.
Mr. N. L. Watson	50.
Mr. D. E. Blair	25.
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Mr. W. A. Dowley	25.
Mr. G. S. Archbutt	10.
Mr. O. T. Breakpear	10.
Mr. A. G. Lamplugh	10.
Mr. H. R. B. Hancock	10.
Mr. G. A. Harriman	10.
Mr. M. H. Turner	10.
Mr. E. H. O'Farrell	10.
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Mr. P. V. Botelho	10.
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Mr. E. A. G. May	10.
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Mr. J. W. Alabaster	10.
Mr. T. M. Leitch	10.
Dr. G. M. Black	10.
Mr. G. E. Stewart	10.
Mr. J. S. Garner	10.
Rev. H. Copley Moyle	10.
Pilot	5.
Observer	5.
Mr. E. J. Noronha	5.
Mr. J. M. V. Remedios	5.

£1,645.

CHESS CHAMPIONSHIP.

The Hague, August 9.—Dr. Lasker and M. Capablanca to-day concluded an agreement by which they are to play a match of 24 games for the chess champion of the world at Havana in January 1921.

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DAY BY DAY.

We hear that Commander C. W. Beckwith, R.N., Harbour Master, is going on leave to England next March.

The a.s. China, whilst coming to her buoy on Sunday, lost an anchor in 45 fathom of cable. The Taikoo Dock are dragging but have not been successful as yet.

We see from a Home paper that the death occurred at sea on August 5th of Capt. William George Legge, late of the China Merchants Steam Navigation Company.

Near the Taiwan Bank yesterday a coolie who was engaged on the construction of the extension building of the Hongkong and Shanghai Bank fell from the scaffolding on which he was standing. He dropped right in the track of an approaching tramcar which passed over his legs. The unfortunate man was removed to the Hospital in an unconscious state.

Mr. Beilby Aston was received in audience by the King at Buckingham Palace on 13th August, and kissed hands upon his appointment as His Majesty's Envoy Extraordinary and Minister Plenipotentiary at Peking. The King conferred upon him the honour of knighthood and invested him with the insignia of a Knight Commander of the Most Distinguished Order of St. Michael and St. George.

A Chinese was charged before Mr. G. N. Orme, this morning, with distributing advertisements in connection with the Eastern Cinema without the necessary permit from the Secretary for Chinese Affairs. Inspector Kent informed his Worship that the manager of the Cinema had assumed all responsibility for the offence, stating that it was an oversight on his part that the advertisements had been allowed to appear before they were taken to the Secretariat to be stamped. A fine of \$5 was imposed.

About a hundred Chinese students arrived in France last week. The Quartier Latin in Paris is full of them, looking on at the strange life through large spectacles—for most of them are bespectacled, many of them affecting the hornrimmed round American glasses. They speak excellent French and are French in their manner. They are serious enough, but nevertheless they dine in the company of the Mimi Pinson of the Quartier, and may even be found in the "dancings."

Six weeks' hard labour was today inflicted by Mr. Dyer Ball on a Chinese pickpocket who was yesterday caught in Queen's Road Central after an unsuccessful attempt on a compatriot. It was stated that the first touch which he gave at his victim's pocket was felt by the latter and it put him on his guard. On losing his temper at his failure, the thief threw caution to the wind and made another grab at the purse, but he was caught red-handed. He managed to struggle free but was eventually run down and caught by a Chinese youth named Percy Lai.

When charged before Mr. G. N. Orme at the Police Court this morning with the theft of 19 lbs. of Indian tea believed to have formed part of the quantity extracted from a broached case at Nagasaki, a

THE FLIGHT TO HAIPHONG.

INTERRUPTED TRIP RESUMED.

With regard to Mr. Ricou's flight from Hongkong to Haiphong, with M. Painleve as passenger, the local office of the Asiatic Petroleum Company has received some interesting details from the Hoihow branch. These are to the effect that the seaplane arrived at Hoihow on the same day as it left Hongkong (Thursday last), having accomplished the trip in five hours. The same afternoon there was a heavy squall during which a small boat collided with the machine which was lying at anchorage and damaged one of its planes. The damage was, however, repaired and at 2 p.m. on Friday the flight to Haiphong was resumed, with M. Painleve aboard. There was no gasoline available at Hoihow, but the seaplane took on board a fresh supply of "Shell" aviation spirit, which the Asiatic Petroleum Company had caused to be sent to Hoihow for the purpose.

STOWAWAYS.

ON EMPRESS BOAT.

Two Chinese who stowed away on the Empress of Asia were this morning charged before Mr. G. N. Orme by Sergeant Spiers. It was stated that an arrangement was made by the father of one of the prisoners to take them to Vancouver, a Filipino bandsman of the ship being concerned in the matter of providing concealment and nourishment for the stowaways. Apparently they were concealed in the cabin of the bandsman, and a round trip to Vancouver and back was completed before the stowaways were discovered. Two of the bandsmen left the vessel at Manila, and in view of this a charge "could not be brought against any of the remaining bandsmen who could be counted on to bring an accusation against the departed ones."

The Captain of the Empress boat stated that there were numerous stowaways on every trip, and the Superintendent of the Company had at length decided to bring the matter into Court. A sentence of one month's hard labour was inflicted on each of the prisoners.

Chinese plumber employed on the Empress of Asia contended that the quantity represented savings of seven years from the rations issued to him. The storekeeper of the vessel gave evidence to the effect that the brand of the tea was superior to that issued to the crew, and moreover no such kind was issued from the store for the passengers. Sergeant Spiers, who charged the prisoner, remarked that a case of tea was broached open at Nagasaki by thieves, one of whom was arrested by the Japanese Police. It looked to him as if the tea came from the quantity stolen. A fine of \$100, or one month's hard labour, was inflicted.

The Shini Maru, an N.Y.K. boat, arrived on Saturday at 11 a.m., having had one death at sea and one on arriving at Hongkong. The body was taken to the mortuary for post-mortem examination, and the vessel was kept in quarantine till noon yesterday when she was released. She was bound from Bombay. It was suspected that the deaths were due to cholera, but this proved not to be the case, and the vessel was released.

S.S. BENCLUCH.

SOLD TO NEMAZEE AND CO.

Messrs. H. M. Nemazee and Co. have, we hear, purchased the a.s. Bencluch, of the Ben Line, whose local agents are Messrs. Gibb, Livingston and Co. The purchase price is said to be £85,000, and the vessel will be dispatched straightaway to Havana with coolie emigrants. The Bencluch is a steel screw steamer, fitted with wireless, and was built at Leith by Messrs. Ramage and Ferguson in 1901. Her gross tonnage is 4,159 and her net 2,679. Her length is 395.2 feet, breadth 45.2 feet and depth 25.1 feet.

CRIMINAL SESSIONS.

BANK SHROFF CASE.

The acting Chief Justice, Mr. Justice H. H. J. Gompertz, presided again this morning over the September Criminal Sessions. Chan Sui-chuen, a shroff in the employ of the Hongkong and Shanghai Bank, was indicted on the charge of embezzling on 12th August last, \$22,000 the property of the Hongkong and Shanghai Bank, and embezzling the same amount, the property of Mr. Ho Wing, the compradore. Fun Kwai-yu was indicted on the charge of receiving \$2,536, the property of the Hongkong and Shanghai Bank, knowing it to be stolen.

The first prisoner pleaded guilty to the first charge and the second prisoner pleaded not guilty.

The following jury were empanelled:—Messrs. D. Muir, W. B. Walsh, W. Wong, D. M. Larkins, S. A. Lopes, F. C. Lauria.

Mr. J. H. Kemp, K.C., Attorney-General prosecuted, and Mr. F. C. Jenkin defended.

The Court room was crowded with Chinese.

Mr. Jenkin:—Might I say to your Lordship that in the course of this case, principally in the development of the defence, matters of great delicacy will come up? I see a lot of women in Court.

The Chief Justice:—Probably they are here for the purpose (Laughter). I cannot ask them to leave the Court.

The Chief Justice (to the court Clerk):—You may draw the attention of the women here that there are matters in the case which will offend women. I mean, modest women. Therefore, I warn them.

The Attorney-General, in opening the case, said the first prisoner, who pleaded guilty, was a shroff in the employ of the Hongkong and Shanghai Banking Corporation. His duties were to take money from the customers, pay it into the Bank account, hand it over to another shroff and get from the other shroff a receipt, and hand the receipt to the customer of the Bank. On August 12th the Wing Tak Bank arranged for the purchase of taels, and wanted to remit 22,000 taels to Shanghai. The arrangement was that this should be remitted and an employee of the Wing Tak Bank went along that morning to the Bank with \$28,238.09, to pay for this telegraphic transfer. He handed the money in at the counter to the first prisoner. He handed in \$22,000 by cheque, and the remainder in notes. The other shroff took the bundle of notes. When he examined them he found that there was no cheque for \$22,000. He then enquired from the first prisoner, but he soon disappeared. That particular shroff, Lau, happened to be a new man at his desk. The second prisoner was a prostitute in whose company the first prisoner was found at the time of his arrest on 20th August. When the first prisoner was arrested, he was found living with the second prisoner. On his person was found some money in \$100 notes, and the Police asked the woman whether she had any money, and she produced from a bundle round her chest \$425, seven fifty-dollar notes, five ten-dollar notes and six dollar notes. The Police asked her if she had any more money. She said "No." She was taken to the Police Station and she was there searched by three female searchers. They found some silver on her. The charge against her was that she received the money, knowing it to be stolen. She admitted having received the money from the first prisoner on 14th August, two days after the embezzlement. The notes found on her must

have been the notes embezzled. The first prisoner was receiving \$38 a month. The woman must have known that the money he gave her was not his. Mr. Ho Wing, compradore of the Hongkong and Shanghai Banking Corporation, gave evidence. Mr. Jenkin:—The loss in this case falls upon you and not the Bank?—Yes. The first prisoner was engaged through your department?—Yes. I think he was getting a monthly salary of \$38.50?—Yes, besides food and lodgings, which I would estimate at \$15. I do not wish to split hairs with you as regards sums of money. Would it be fair to say that each day there passes through his hands in cash anything from \$15,000 to \$100,000?—Sometimes more, and sometimes less. I think he has been in that position for a period of three years?—Yes. The Chief Justice (to Mr. Jenkin):—Nothing turns on the accounts?—No. The jury returned a unanimous verdict of "Guilty" against the first prisoner and "Not Guilty" against the woman. The Chief Justice discharged the woman and sentenced the man to seven years' imprisonment with hard labour.

COLONIAL OFFICE APPOINTMENTS. Lord Milner, Secretary of State for the Colonies, has appointed Mr. J. E. Stephenson to be his Assistant Private Secretary in place of Mr. H. T. Allen, promoted; Colonel Amery, the Parliamentary Under-Secretary, has appointed Mr. A. J. Daws to be his Private Secretary in succession to Mr. A. Cooke, promoted; and Sir George Fiddes, the Permanent Under-Secretary, has appointed Mr. L. B. Freeston to be his Private Secretary in succession to Mr. H. Beckett, promoted.

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THE CORONET.

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VICAR'S TOMBSTONE FEES.

A dispute in the village of Stanton, in the Peak district, as to who is entitled to draw tombstone fees—the vicar or sexton or wardens—resulted in a county court action at Matlock recently. The vicar (the Rev. Webster Summerfield) sued a firm of monumental masons for £6 16s. fees, but it was said they had paid the fees to the sexton. The vicar claimed the fees were part of the benefice. Defendants paid the fees to the vicar in court, and it was said that, having now paid them twice, it was hoped all differences would end.

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Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as complicated as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal, Liverpool, London and Glasgow. Passage rates, covering all such reservations will be found left.

For fares and other information please apply to:

HONGKONG OFFICE,

Telephone 352

Cable Address GANANPA.

CANADIAN PACIFIC OCEAN

SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U.S. Shipping Board vessels

FOR SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE PAUL" Friday September 24th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

PACIFIC SHIPPING.


**DOLLAR
LINE**
SAILINGS FROM HONGKONG FOR
NEW YORK VIA VANCOUVER.

STEAMERS.

SAILING DATE.

"MELVILLE DOLLAR" ... OCT. 15TH. VIA PANAMA.

"HAROLD DOLLAR" ... OCT. 25TH. VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars (for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

SAILING DATES.

EUROPE, U.S.A., ETC.

Tanda	P. & O.	Sept. 21
Mentor	B. & S.	Sept. 22
Kanawha	P. & O.	Sept. 23
Tanyo M.	N. Y. K.	Sept. 23
E. of Asia	C. P. O. S.	Sept. 23
Khiva	P. & O.	Sept. 25
Atlas M.	O. S. K.	Sept. 25
West Hindrod	S. & D.	Sept. 27
Arabia M.	O. S. K.	Sept. 27
Van Waaswyck	J. C. J. L.	Sept. 28
Korea M.	T. K. K.	Sept. 30
Katori M.	N. Y. K.	Sept. 30
Eledtu P.	S. T. Co.	Oct. 1
Tosa M.	N. Y. K.	Oct. 1
Changsha	B. & S.	Oct. 1
Hungaria	D. & Co.	Oct. 3
Euryptus	B. & S.	Oct. 3
Tamba M.	N. Y. K.	Oct. 4
C of Dunkirk	B. I.	Oct. 5
Tyndarus	B. & S.	Oct. 5
St. Albans	P. & O.	Oct. 6
W. Hapburn	R. D. Co.	Oct. 6
Nankin	P. & O.	Oct. 8
Tajima M.	N. Y. K.	Oct. 8
Baarn M.	J. C. J. L.	Oct. 8
Stentor	B. & S.	Oct. 8
Harold D.	R. D. Co.	Oct. 9
Maduan	F. W. & Co.	Oct. 10
Titan	B. & S.	Oct. 10
Morioka M.	N. Y. K.	Oct. 12
Helenus	B. & S.	Oct. 12
Vinita	L. A. Co.	Oct. 13
Eldena	P. S. Co.	Oct. 15
Melville D.	R. D. Co.	Oct. 15
Mishima M.	N. Y. K.	Oct. 15
Matoppe	B. L.	Oct. 15
West Ira	R. D. Co.	Oct. 15
Pelusa	B. & S.	Oct. 19
Nikko M.	N. Y. K.	Oct. 20
Taucer	B. & S.	Oct. 20
E. of Russia	C. P. O. S.	Oct. 21
Keemun	B. & S.	Oct. 21
Tydeus	B. L.	Oct. 24
Monteagle	C. P. O. S.	Oct. 24
Tanyo M.	T. K. K.	Oct. 28
Dakar M.	N. Y. K.	Oct. 29
Jason	B. & S.	Oct. 31
W. Hixton	L. A. Co.	Nov. 4
Nile	C. M. Co.	Nov. 6
C. of Naples	B. L.	Nov. 15
Shinyo M.	T. K. K.	Nov. 22

JAPAN, COAST PORTS, ETC.

Torilla	P. & O.	Sept. 21
Haiching	D. L. Co.	Sept. 21
Chipsing	J. M. Co.	Sept. 21
Shanzung	B. & S.	Sept. 21
Kashgar	P. & O.	Sept. 22
Taming	B. & S.	Sept. 22
Hopsang	J. M. Co.	Sept. 23
Sunning	B. & S.	Sept. 23
Kanchow	B. & S.	Sept. 23
Hsiehong	D. L. Co.	Sept. 24
Taksang	J. M. Co.	Sept. 24
Kwaisang	D. L. Co.	Sept. 25
W. Henshaw	S. & D.	Sept. 25
Kaifong	B. & S.	Sept. 25
Yingchow	B. & S.	Sept. 25
Kwongsang	J. M. Co.	Sept. 25
Yimanoek	J. C. J. L.	Sept. 27
Yatshing	J. M. Co.	Sept. 28
Kueichow	B. & S.	Sept. 28
Cheongshing	J. M. Co.	Sept. 28
Fooksang	J. M. Co.	Sept. 28
Kitano M.	N. Y. K.	Sept. 30
Haiyang	J. C. J. L.	Sept. 30
Yotorofu M.	N. Y. K.	Sept. 31
Tomins M.	N. Y. K.	Oct. 3
E. Crown	S. & D.	Oct. 14
Aki M.	N. Y. K.	Oct. 15
Hokuto M.	D. & Co.	Oct. 19
L. Faulh	P. M. Co.	Oct. 24

SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 6th.

"WEST IRA"

Sailing on October 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
SINGAPORE

SAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "GLYMONT"

Sailing on September 25th.

U.S.S.B. "LAKE FARRAR"

Sailing on October 1st.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

795

Manager.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ICONIUM" ... About Oct. 5th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

For SEATTLE.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

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5th floor

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Hotel Mansions.

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Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

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2477 & 2478

Hotel Mansions.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 23th.
SHINYO MARU	22,000	Nov. 23rd.
PERSIA MARU	9,000	Dec. 2nd.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
KIYO MARU	17,200	Jan. 10th.

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

CHINA MAIL S.S. CO. LTD

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"CHINA" "NANKING" "NILE"

Sept. 24th. Oct. 31st. Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.

Princo's Buildings,

Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the

UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with COSMOPOLITAN SHIPPING CO., NEW YORK. GREEN STAR LINE, NEW YORK.

Operating Baltimore via Panama Service to the Far East.

TO MANILA, SAIGON & SINGAPORE.

"WEST HENSHAW" ... 25th September.

TO SAN FRANCISCO & SEATTLE.

"WEST HIMROD" ... 27th September.

TO CUBA, NEW YORK & BALTIMORE.

"CHIPCHUNG" ... 29th September.

Through Bills of Lading issued to all U.S. and Canadian.

Overland Common Points.

HONGKONG OFFICE--1st floor Powell's Building, 11, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 10th Oct.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to:

SHEWAN TOMES & CO.

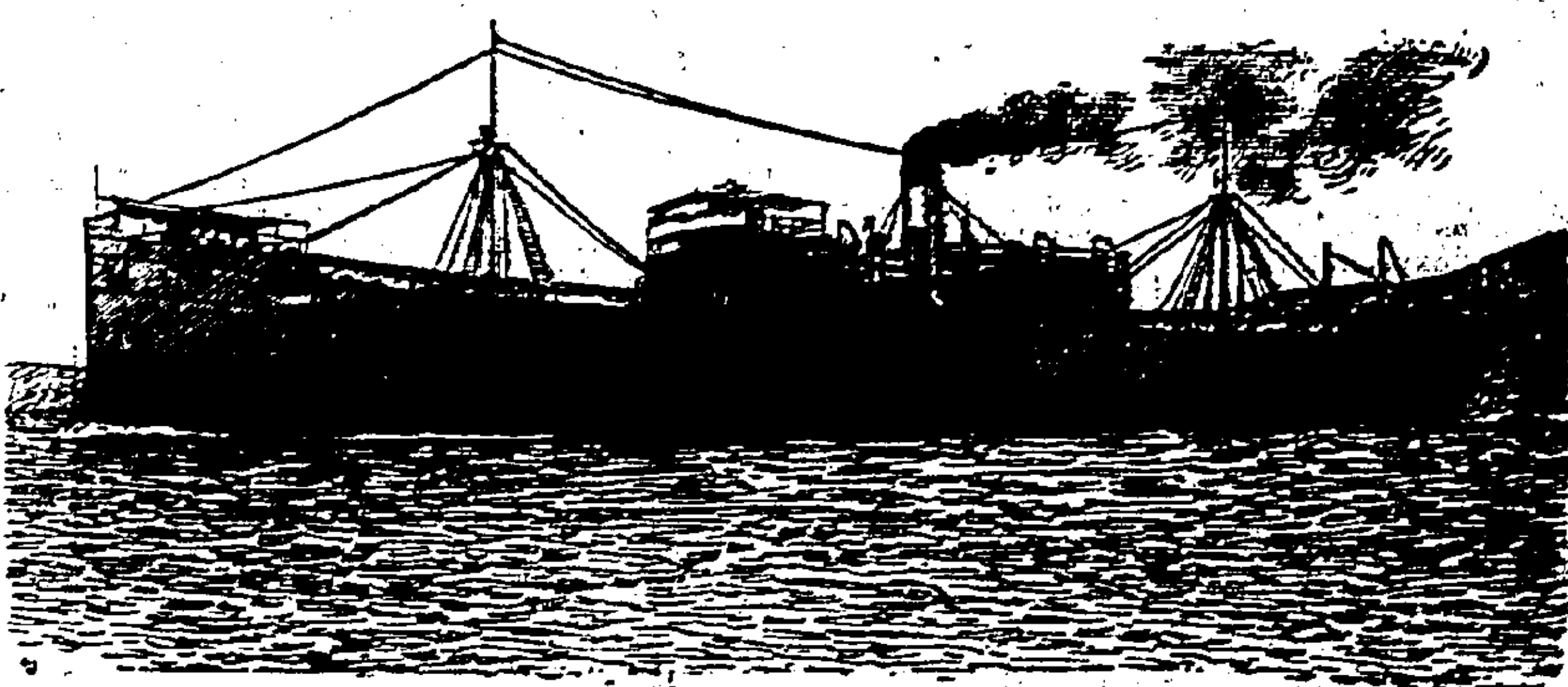
Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., HOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES incorporated in ENGLAND)TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
KHIVA	9,000	25th Sept.	M'lea, London & Antwerp.
NANKIN	6,900	8th Oct.	M'lea, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

PANDA	7,000	21st Sept.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	23 Sept. noon	McMurrice via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	6th Oct.	

Omits Sandakan.

SAILINGS TO SHANGHAI & JAPAN.

TORILLA	5,200	21st Sept.	Shanghai & Japan.
RASHGAR	9,000	22 Sept. d'light	Shanghai, Kobe & Yokohama.

WIRELESS ON ALL STEAMERS.

Passenger Messengers only. Messages will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Kure, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Thursday, 30th Sept. at 11 a.m.

TAMURA MARU ... Thursday, 14th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

TAMBA MARU ... Monday, 4th Oct. at noon.

MISHIMA MARU ... Friday, 15th Oct. at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU ... Friday, 25th October.

MARSEILLES & LIVERPOOL via Suez, Port Said & Port of Spain.

TOTTORI MARU ... Tuesday, 26th September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGU MARU ... Wednesday, 23rd Sept. at 11 a.m.

NIKKO MARU ... Wednesday, 23rd Oct. at 11 a.m.

NEW YORK via Suez. Tuesday, 12th October.

MORIOKA MARU ... Tuesday, 12th October.

NEW YORK via Panama.

CALCUTTA MARU ... Sailing from Kure 25th September.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Sailing from Singapore beginning of October.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMIKURA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU ... Thursday, 30th Sept. at 11 a.m.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 243. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected at Hongkong	Will leave for
Tijmanoeel	Java	in port	25th Sept. Yokohama.
Halyard	Java	23rd Sept.	30th Sept. Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected at Hongkong	Will leave for
---------	------	----------------------	----------------

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**Regular Sailings to NEW YORK.
FOR NEW YORK & BOSTON

via Suez or Panama Canal at owners' option.

VIA SUEZ.

S.S. "MUNCASTER CASTLE"

about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" ... Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" ... Sailing on or about 3rd October.

S.S. "AFRICA" ... Sailing about 7th November.

Passengers' Luggage can be insured at the office of the Agent.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "HOKUTO M." ... sailing on or about 19th Oct.

S.S. "BORNEO M." ... sailing on or about 30th Oct.

For JAVA, S.S. "SAMARANG M." ... sailing on or about 10th Oct.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIYU KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd. and Anchor Line.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BECKNALL STEAMSHIP CO., LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Steamer	From	Sailing
LONDON	MATROPP	10th October.
LONDON	CITY OF NAPLES	15th November.

For particulars of sailings, freight, etc., are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Mailship Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VIRIA	Oct. 10	S.S. VIRIA	Oct. 13
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shippers' connections with the Northern Pacific & Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, Shanghai,

Manila, Singapore.

HEADQUARTERS OFFICE:

Princes Building, Chater Road,

Telephone No. 1082.

CHAS. E. RICHARDSON,

General Agent for South China.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHAI & Tiau via S'hai	Hopsang	Thur. 23rd Sept. at d'light.
MANILA	Taksang	Fri. 24th Sept. at 3 p.m.
STRAITS & Calcutta	Kwaisang	Sat. 25th Sept. at 3 p.m.
SHANGHAI	Kwaisang	Sun. 26th Sept. at d'light.
TIENSIN	Cheongshing	Tues. 28th Sept. at d'light.
Kobe	Yatsing	Tues. 28th Sept. at 3 p.m.
STRAITS & Calcutta	Fooksang	Tues. 28th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAI-PHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tiensin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWASANG" will be despatched on or about 25th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "FOOKSANG" will be despatched on or about 28th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sunning	23rd Sept. at noon.
MANILA, Cebu & ILOILO	Taming	25th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	25th Sept. at 4 p.m.
PAKHAI & HAIPHONG	Kahong	26th Sept. at 9 a.m.
SWATOW & BANGKOK	Luchow	23rd Sept. at 10 a.m.
AMOY, SHAI & PUKOW	Szechuen	23rd Sept. at 10 a.m.
W'WELFOO & TIENSIN	Kueichow	23rd Sept. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

HANGKOK LINE.—Weekly service to and from H'kong via S'hai.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong Sept. 21, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamship	Captain	Leaving
Haihong	W. C. Passmore	FRI. 24th Sept. at 2 p.m.
Hailong	J. S. Thomson	TUES. 28th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

Ocean S. S. Co., Ltd. & Cable Mail S. S. Co., Ltd.

AMERICAN & MANCHURIAN LINE

Ellerman & Bucknall S. S. Co., Ltd.

Sailings from Hongkong	via Suez	5th Oct.
"CITY OF DUNKERK"	via Suez	5th Oct.
"TYDEUS"	via Panama	20th Nov.
"CITY OF ALEX"	via Suez	20th Dec.
"ROMEO"	via Suez	20th Dec.

* Calls at Boston.

Steamers proceed via West Canal or Panama Canal (subject to change).

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.**SHIPPING.**

VESSELS ARRIVED.

The a.s. HAITAN arrived this morning from Singapore with 120 tons of general cargo for Hongkong. She had 330 deck passengers on board.—Mooring B 9.

From Calcutta via Saigon the YAT SHING consigned here this morning 2,422 tons of rice.—Mooring C 14.

From Iloilo the KUIKIANG brought this morning 34 tons of salt fish.—Mooring C 45.

The a.s. BENAVON arrived this morning from London with 1,000 tons of general merchandise for Hongkong and 1,826 tons of through cargo. She delivered 165 bags of mails.—Mooring Kowloon Wharf.

The P. and O.'s KASGAR came in yesterday afternoon from London with 1,683 tons of general merchandise for Hongkong and 2,030 tons for the North. Her mails were 199 bags and seven bags of parcels. She carried a hundred first-class cabin passengers.—Mooring Kowloon Wharf.

The O.S.K.'s ARABIA MARU consigned here this morning from Tacoma (Washington) 855 tons of steel plates and angles and general merchandise.—Mooring Kowloon Wharf.

Coal (4,641 tons) was delivered here yesterday by the MATSURA M. from Wakamatsu.—Mooring B 32.

CLEARANCES AND DEPARTURES.

The a.s. TOBOLSK left yesterday evening for Canton with a through cargo of beans.

The a.s. AUSTRALIAN departed yesterday evening for Shanghai with 700 tons of through cargo.

The SHINI MARU left at daylight today with 300 tons for Kobe.

The a.s. KAN CHOW left at noon today for Bangkok via Swatow with 320 tons of general cargo.

The SHANTUNG left at 10 a.m. today for Shanghai via Amoy with 1,200 tons.

The a.s. CAPE MAY departed today at 8 a.m. for New York via Manila with 3,500 tons of general cargo.

The a.s. ICONIUM left at noon today with general through cargo.

The TANGO MARU leaves tomorrow at 11 a.m. for Melbourne via Manila with 200 tons, and 15 European passengers.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd August, and is expected here on the 10th October.

The Dollar Line Company's a.s. HAROLD DOLLAR (New York Line) left New York on July 12th, and is due in Hongkong September 25th.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 25th September.

The N. Y. K. s.s. KIRIN M. (Calcutta Line) left Calcutta for this port direct on the 13th Sept. and is expected here on the 27th September.

The T. K. K. s.s. KOREA M. arrived at Yokohama on the 7th instant, and will sail 10th inst. in accordance with schedule, being due at Hongkong 22nd inst.

The P. & O. a.s. KANOWNA, left Kobe for this Port on the 16th instant at noon, and is due here on the 21st instant at about 5 p.m.

The a.s. TEIRESIAS (Blue Funnel Line) left Singapore on 17th inst. for Hongkong, and is due here on 22nd inst.

The N. Y. K. s.s. TANGO M. (Australian Line) left Nagasaki for this port direct on the 17th September, and is expected here on the 21st September.

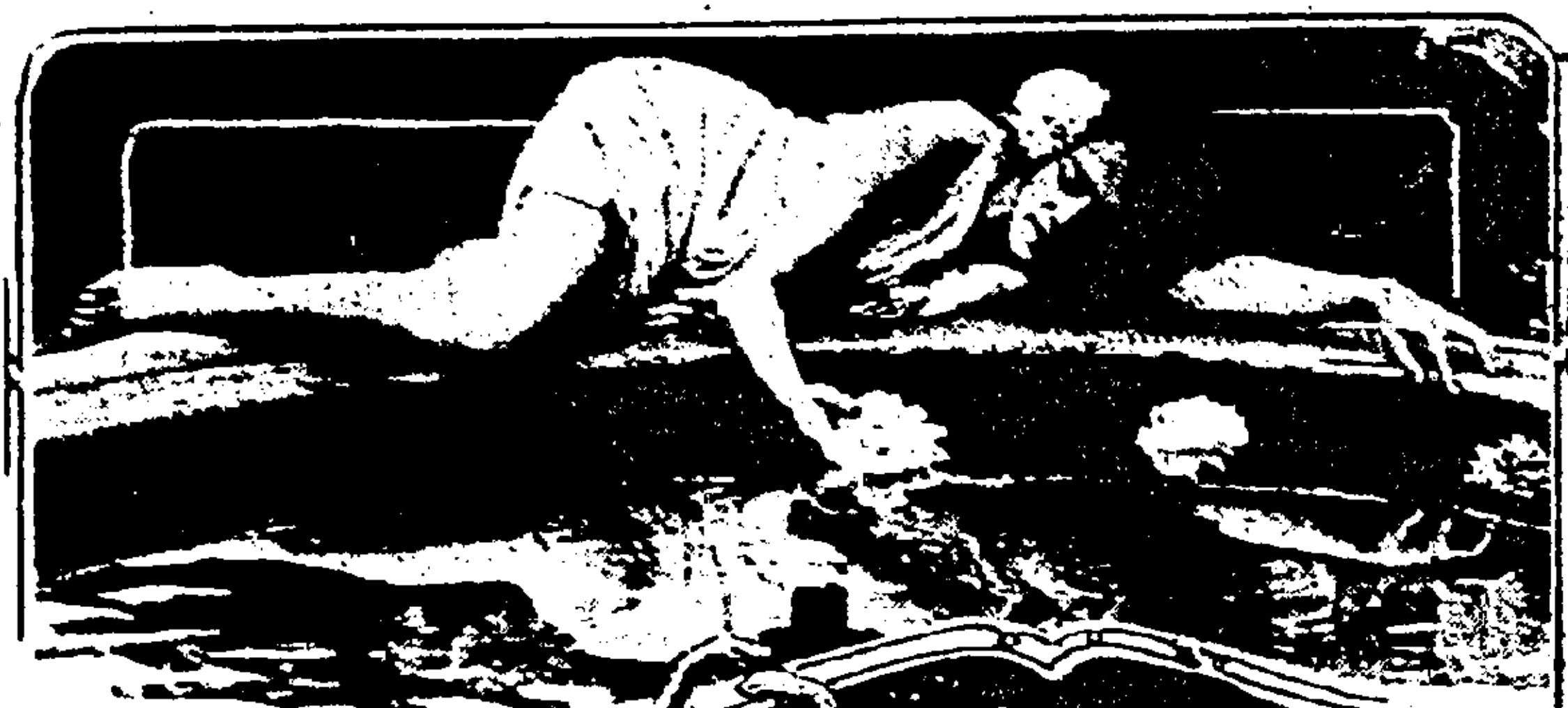
The N. Y. K. s.s. KATORI M. (American Line) left Shanghai for this port on the 19th Sept., and is expected here on the 21st September.

The R. M. S. EXPRESS OF JAPAN arrived at Nagasaki on 18th Sept., left there 19th Sept., and is due at Simidzu on 21st September.

The a.s. MATTAWA arrived at M'g on 20th Sept., leaves there 22nd Sept., and is due at Shanghai on 23rd September.

The a.s. KENTON (Blue Funnel Line) left Shanghai on 19th inst. for Amsterdam, London, and Antwerp via Hongkong. Vessel is due here on 21st inst. and will sail 22nd inst.

TO-DAY'S PICTURES.



NOVEL TUITION.

The girls seen in this picture are students at the Bedford Hills (New York) voice culture school, Studio Camp, conducted by Madame Scherer, famous French instructor. The unique feature of the school is that new students are not requested to use their voices for a month or more after they arrive, but are given dancing, jumping and other exercises as a preliminary.



ON THE MEXICAN BORDER.

Upper—Roughriders in the service of Esteban Cantu, deposed Governor of Northern District of Lower California who is resisting the Mexican provisional government. Lower—Main street of Mexicali, one of Cantu's border town strong-holds.



BOUND FOR GERMANY.

The U. S. S. Susquehanna, which is shown sailing from New York for Bremen and Danzig, is the first ship to fly the American flag which has entered the New York-Germany passenger service since the war. Inset is Captain George Dundas.



POLISH LEADERS.

Left—General Haller, who commanded the forces defending Warsaw. Left—Marshal Pilsudski, in command of the whole Polish forces.



DRESS REFORM.

Mrs. Ma Soo, who lives in Philadelphia, with her daughter. She is urging that American girls should, like her daughter, wear trousers, which, she says, are better in every way than skirts.

DOINGS OF THE DUFFS.

Tom Fires a Hot Shot at Helen.

BY ALLMAN.



NOTICES.



Sold in Packets of 10 & 20 Cigarettes & in
Tins of 50 Cigarettes.

ALSO

MAGNUMS

in Air-tight Tins of 50's.

Obtainable at all Stores.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:-

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HOTEL MANSIONS.
THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

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TELEPHONE ON EACH FLOOR.
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J. WITCHELL,
Manager.

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1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
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THE ONLY AMERICAN HOTEL IN THE COLONY.
ICE HOUSE STREET.
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Nice and quiet yet only a few minutes from the harbor and theatre.
Dinner, 13 Bedrooms, Excellent Cuisine, Scrubology, Cash, Moderate
Terms. Monthly and Family Rates on application to the Proprietor.
Hot. Launch Meets all Steamers.
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EXCELLENT CUISINE.

ARTHUR E. ODELL.

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
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SACHSE, LENNOX & Co., General Agents
Are resident Managers.

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THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dances, daily.

Beautiful new steel and concrete fire proof building with
six floors, 3 lifts, 200 rooms, each with private bath and city
telephone; and a spacious roof garden overlooking the romantic
Imperial Palace, the Legation Quarter, the Rockefeller
Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a
specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel,
which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.

Motor bus meets all trains.

L. M. MAILLE,
Manager.



SOLE AGENT,
MUTSUI BUSSAN KAISEI, LTD.,
HONGKONG.

Printed and Published for the Proprietor, by Alfred Marley, at 11
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ENTERTAINMENTS.

Tel. No. 1743 **CORONET** Tel. No. 1743

TO-NIGHT at 5.15 & 9.15 p.m.

BRANCHE SWEET

Bret Harte's famous story,

"FIGHTING CRESSY."

AROUND THE TOWN. CHRISTY COMEDY.
THE STRING BAND OF THE EMPRESS OF ASIA
WILL PLAY AT 9.15 P.M.

HONGKONG THEATRE

TO-NIGHT: TO-NIGHT!

Triangle Special Programme

H. B. WARNER

"SHELL FORTY-THREE"

IN SEVEN PARTS

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KAISHA, LTD.**

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COAL, GENERAL IMPORTS AND
EXPORTS.

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YOSHIMIZU, HIGASHI, KAMATA, SATO,
SHIMIZU, KAWA, KAMATADA, SUGI,
AND OTSUKI.

Agents for SAKITO COAL

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:-
NAGASAKI, KANAGAWA, YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OTARU, VILADIVOSTOK,
PEKING, TIENTSIN, DAIKIN,
TSINGTAO, TIANJIN, HANKOW,
SHANGHAI, HONGKONG, CANTON,
MANILA, SINGAPORE, SOERABAYA,
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THE OSAKA MARINE & FIRE

INSURANCE CO.

For Particulars Apply to:-

S. KOMURA, Manager.

No. 14, Pedder Street Hongkong.

TIDE TABLE.

20th to 25th Sept. 1920.

Time	High Water	Low Water	Time	High Water	Low Water
Mon. 20	1.24	6.3	Mon. 20	1.24	6.3
Tue. 21	1.24	6.3	Tue. 21	1.24	6.3
Wed. 22	1.24	6.3	Wed. 22	1.24	6.3
Thur. 23	1.24	6.3	Thur. 23	1.24	6.3
Fri. 24	1.24	6.3	Fri. 24	1.24	6.3
Sat. 25	1.24	6.3	Sat. 25	1.24	6.3
Sun. 26	1.24	6.3	Sun. 26	1.24	6.3

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks.

H.K. & S. Banks b. 52 1/2
East Asia b. 116

Marine Insurances.

Canton b. & ss. 370
North China b. 153
Yokohama b. 183
Yokohama b. 23
Yokohama b. 29

Fire Insurances.

China Fire b. 123
H. K. Fire b. 318

Shipping.

Douglas b. 84
H.K. Steamships b. 23 1/2
Indos (Prel.) b. 18
Indos (Def.) L.R. b. 205
Shells b. 135 1/2
Ferries b. 24 1/2

Refineries.

Sugars b. 222
Malacca b. 55

Vining.

Kailash b. 110 1/2
Langkate b. 116
Shanghai Loans b. 116
Shanghai Loans b. 116
Shanghai Loans b. 116

Docks, Wharves, Godowns, &c.

H.K. Wharves b. 86 1/2
K. Docks b. 152
Shai Docks b. 132
N. Engineering b. 27

Lands, Hotels & Buildings.

Centrals b. 111
H.K. Hotels b. 141
H.K. Lands b. 115
H. P. Farms b. 8
K. T. Lands b. 37
L. Reclamations b. 140
West Points b. 52

Cotton Mills.

Ewas b. 1.560
Kung Yik b. 1.52
Lau Kung Mow b. 1.52
Orientals b. 1.138
Shai Cottons b. 1.270
Yangtzeopos b. 1.30

Miscellaneous.

Cements b. 8 1/2
China Borax b. 5.40
Do. Light old b. 7 1/2
China Provident b. 7 1/2
Electric H.K. b. 22
Electric H.K. b. 18 1/2
Electric H.K. b. 30
Hongkong Ropes b. 23
H.K. Tramways b. 6.60
Peak Tram, old b. 6.10
Do. new b. 60 cts.
Steel Foundries b. 4 1/2
Steel Foundries b. 10
Water-beds b. 14
Watsons b. 6 1/2
Wm. Powells b. 13 1/2
Wismans b. 31 ex div.
Steamboats b. 23 1/2

Hongkong, Sept. 21, 1920.

POST OFFICE.

Telegraphic Communication
with Gap Rock is interrupted

Registered and Parcel Mails are
closed 15 minutes earlier than the
time given below unless otherwise
stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

U.S.A., Canada & Shanghai Per
KATORI, 22nd Sept.
Shanghai - Per YINGCHOW,
22nd Sept.
U.S.A. & Manila - Per KOREA
M., 22nd Sept.
Calcutta - Per KIRIN M., 27th
Sept.
Straits - Per KITANO M., 25th
Sept.

OUTWARD MAILS.

TO-MORROW.
*Saigon - Per PHEUMPEN, 3
p.m.
Swatow, *Shanghai & *North
China - Per HOPSANG, 5
p.m.
*San Francisco - Per UNCAS, 5
p.m.
Formosa via Keelung - Per
SORACHI M., 11 a.m.
Philippine Islands, Australia,
and New Zealand, via
Thursday Island - Per TAN-
GO MARU, Reg. 8.45 a.m.
Letters 9.30 a.m.
Straits, Bangkok, Ceylon,
Mauritius, S. Africa, L.
Marques, India via Dhanush-
kodi, Egypt, & Europe via
SUZZ - Per MENTOR, Reg.
11.45 a.m. Letters 12.30 p.m.
The Parcel Mail will be closed
to-day, at 5 p.m.
THURSDAY, 23RD SEPT.
*Swatow, *Amoy & Formosa via
Takao - Per SOSHU MARU,
9 a.m.
Shanghai and North China - Per
SUNNING, 11 a.m.

WEATHER REPORT.

Sept. 21d. 11h. 37m Warning
to Hongkong, Philist., Manila
and Coast Ports: A typhoon
forming in Lat. 17° N. Long. 113°
E. position uncertain.

Sept. 21d. 11h. 38m No re-
turns from Japanese stations.
Pressure has decreased consider-
ably at Weihaiwei, and slightly
to moderately elsewhere. The
anticyclone has moved eastward
and weakened; a depression ap-
pears to be developing in the
China Sea to the south-east of
the Paracels and there are also
indications of a typhoon to the
south of Guam.

Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
0.05 inch. Total since January
1st, 90.72 inches, against an
average of 73.12 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap
Rock

E. & N.E.
winds,
fresh,
fair.

The same
as No. 1.

2 Formosa Channel

The same
as No. 1.

3 South coast of
China between
H.K. & Hainan.

The same
as No. 1.

4 South coast of
China between
H.K. & Hainan.

The same
as No. 1.

C. W. JEFFRIES, Director.

H.K. Observatory, Sept. 21.

Shanghai, North China Japan via

Nagasaki, Canada, United

States, Central, South

America and EUROPE VIA

VANCOUVER B.C. - Per F.M.

PRESS OF ASIA, Reg. 9.45

a.m. Letters 10.30 a.m.

FRIDAY, 24TH SEPT.

Philippine Islands - Per TAK

SANG, 2 p.m.

Japan via Yokohama - Per

TUJMANOCK, 5 p.m.

*Correspondence bearing vessel's
name only.

PASSENGERS DEPARTED.

Per s.s. Yokohama Maru - Mr.
W. A. Frothingham, Mr. T. L. Dal-
ton, Mr. T. Fujii, Mr. T. Fukuda,
Mr. and Mrs. M. Takebayashi, Mr.
T. Matsuda, Mr. K. Kobayashi, Mr.
and Mrs. P. Dingley, Mr. D.
Hamazaki, Mr. S. Komikawa, Mr.
Mr. J. C. J. Langridge, Mr. H.
Bland, Lieut. O. K. Brown, Mr. &
Mrs. Frank Ramey and daughter,
Mr. K. Noda, Mr. T. Yoshida, Mr.
H. Hosaka, Mr. T. Okamoto, Mr. S.
Kashiwada, Mr. M. Fuki, Mr. T.
Obata, Mr. T. Nagata, Mr. T.
Horikoshi, Mr. I. Kurihara, Mr. U.
Kadoshi, Mr. T. Furukawa, Mr. K.
Ito, Mr. T. Suzuki, Mr. T. Hay-
ashi, Mr. S. Hiraoaka, Mr. S.
Furuzaka, Mr. Y. Yoshino, Mr. S.
Kuwaki, Mr. T. Yano, Mr. S. Tom-
ita, Mr. Y. Suganami, Mr. T.
Shimada, Mr. U. Takahashi, Mr. S.
Awaki, Rev. W. W. Wallace, Mr. P.
Malinovsky, Mr. T. Nagasaki,
Mr. Y. Miura, Mr. S. Ogi, Mrs. F.
Nishi and 3 children, Miss P. J.
Kajurawa, Mr. S. Imazawa, Mr. T.
Kuro, Mr. H. Tomimaga, Mr. T.
Noda, Mr. L. Beron, Mr. K.
Watanabe, Mr. F. Tanaka, Mr. S.
Matsura.

METEOROLOGICAL.

Previous Day on date. on date.
Barometer 29.90 29.88 29.85
Temperature 84 79 84
Humidity 65 80 62
Wind Direction S. ENE. E.
Wind Force 5 2 4
Weather b. c. c. c.
Rain 0.00 0.00 0.05
Highest open air
Temperature on the 20th 85
Lowest open air
Temperature on the 21st 79
H.K. Observatory, Sept. 21, 1920.
C. W. JEFFRIES, Director.